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TRAIL RIDER

M A G A Z I N E

January 1992
Volume 22 Number 1

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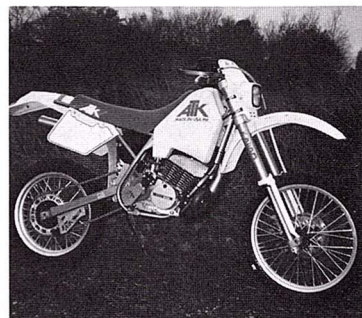
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Warning: Too many people assume that motorcycles are toys; we know that the truth lies somewhat south of that belief. Actually, the people who ride them are toys, and these same people created motorcycles to keep from getting terminally bored and addicted to TV, alcohol and other drugs. With this in mind, take care when you ride. Wear all the protective gear you can afford, and borrow the rest from your friends. After all, it's not how much fun you had that matters, but how little you've been injured. Take our word for it.

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On the cover: ECEA's winningest rider, Jack Lafferty Jr., at the Delaware enduro wrapping up just enough points to sew up the ECEA Championship one more time.

READY FOR A NEW YEAR

I remember a New Year's day, a long, long time ago. At least it seems like a long time ago now. I was riding a Puch 175GS at the time (the "GS" always stands for *gelände sport* on old German and Austrian motorcycles, which is the German phrase for "enduro"), and my friend Supe (short for "Super") was riding a Honda MR175, of all things. I wish I could remember the year, but it was probably about 1972...which makes it almost exactly 20 years ago, a scary thought to someone who's taken a pledge to not grow up.

Anyhow, Supe and I had decided to go riding on New Year's day no matter what sort of debauchery we'd subjected ourselves to the night before. I doubt if we were that bad on New Year's Eve, but we were almost certainly out until two or three in the morning. I was a man of my convictions back then—still am, as far as I can tell—and Supe saw no long-term value in planning things. His goal in life was to take the most comfortable route, the path of least stress. Knowing this, I had a very minor sense of the horror that must have filled his soul when I burst into his bedroom at what I thought was the most respectable hour of eight A.M.

I actually *waited* until eight to go over there, out of respect for his basic sloth-like nature, but we had planned to go riding, and by golly I was taking him with me, even if it meant dressing him. His semi-somnambulant psyche must have sensed this, because he immediately started burrowing down into the bed, just like a hermit crab digging through the sand, and it looked like he was trying to claw his way right through the mattress. He may have done just that, if I hadn't grabbed hold of one of his exposed ankles and started pulling.

He wasn't happy to get out of bed, even though the floor was carpeted. Before he had a chance to scramble under the bed, I bound him up in the bed sheets like a straitjacket and sat on his back for good measure.

"It's time to go riding!" I called out, in my cheeriest *Good Morning America* voice.

"Leave me alone!"

"Wait a minute! You're up now. Why would you want to stay wrapped up on the cold floor?"

He thrashed around a little bit, but was pretty tightly tied up. "All I want to do is sleep! What time is it?"

"It's a little after eight, time for all good little boys to gas up!"

I felt the fight go out of him as he mentally computed the time. Eight o'clock meant that we might get out of the house by ten—after he got dressed, dug up something to eat, made us both some coffee, looked at a motorcycle magazine to get pumped up, dug out all his riding gear, possibly having to wash some of it;

then moved out to the garage where we would certainly have to put his bike back together, hitch up the trailer, load both bikes, then drive to Blackwood, our most local riding area. Any way you looked at it, if it was eight o'clock now, we'd be lucky to get to the parking area at eleven. With Supe, starting out any time after six A.M. was planning on an afternoon ride. And he knew this.

He did get up, and we really were up and out of the house before ten. We didn't have much to do to his bike, and by consequence we were



(Ron Turpin photo)

unloaded and ready to ride before 11 o'clock. It was cold, and a little icy in spots, but we had no problem with that. Regardless of the pain and suffering of getting out of bed that cold January morning, we were having a ball. What better way to spend the first day of the new year, than to be doing what you like to do best? I thought that then, and even to this day a group of us struggle out on January first, rain or shine, and still repeat the sequence. I highly recommend it.

NEW YEAR, NEW DIRECTIONS

So with the advent of 1992 staring us in the face, we'd like to bring you up to date with what's happening here at *Trail Rider*, and set up some new year's resolutions, as it were. First, you're probably aware that things ain't so great, economically, in this country. It seems like New England is getting hit the hardest, and the effects are being felt at all levels in this sport. A lot of you guys are out of work, and starting to wonder if you can even afford to ride; forget

about getting a new bike. That dealer you'd buy the bike from is hurting too, since you're not buying a new bike and you've slowed down on buying parts and accessories. The manufacturers are also tightening belts, since everything is selling slow, and in some cases they're laying off people—which makes more of you out of work.

The spiral keeps going down, and I know it'd be in bad taste for me to reveal my political leanings, so I'm not going to offer my opinion of what's wrong here. All I'll say is that whoever's doing it now isn't doing anything right, and remember that next time you vote.

Trail Rider hasn't escaped this economic situation either. We're losing advertisers one at a time, as guys try to cut their expenses to stay in business. We can't blame them, but we sure miss them. Remember to support our advertisers, even if they drop out of sight for a while. Things are tough; they're probably still in business, even though they can't fire an ad at you every month.

We still have lots of subscribers, a situation that we're thankful for, even though the list isn't as long as it was. All you folks subscribing know that for 18 bucks we can provide a lot of entertainment, and we're going to try to do more, starting right now. We've been concentrating pretty heavily this past year on competition stories, since you're all involved in racing, and frankly, since it's so easy to run a story on a race. Not a whole lot of research to be done, fun gathering the details. But from now on we're going to try to gather a lot of technical stories, on subjects that will improve your riding one way or the other. Simple things, like the story on tire pressure this month. It's almost a no-brainer, but read the story and I'll bet we tell you something you didn't know. We'll have a

variety of subjects over the next year, so keep an eye out for them.

You've also no doubt seen or heard of *Sport Cycle*, our experimental mountain bike magazine. Well, the economy is so bad that none of the bicycle or bike accessory companies can be talked into advertising in a new magazine. We tried all summer to get it going, but it took off high and proud, and came down with all the grace of a Blackwater face-plant. We will probably add some extra pages to *Trail Rider* periodically and run some fun mountain bike articles for you, but don't count on a separate magazine until things get better.

Which is just as well. Who needs to spend all that time fretting about a new book, and trying to sell advertising all day long when we could be out riding instead? Come to think of it, that's exactly what I'm going to do right now, and I suggest you do it too! Here's wishing you a happy holiday and a better year in '92! □

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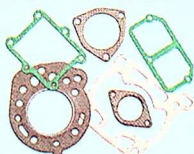
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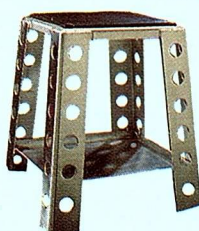
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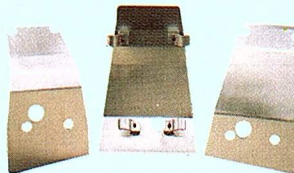
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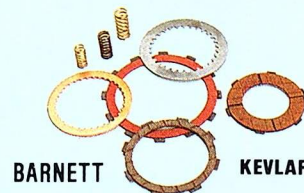
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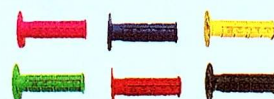
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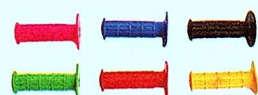
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SPORT CYCLE DIED

...and may it rest in peace. You probably recall getting the August issue of *Trail Rider*, the one with the new *Sport Cycle* magazine inside? Well, after flogging after potential advertisers all summer we finally decided to pitch the idea out the window and concentrate on what we do best here. Everybody—without exception—agreed that it was a good idea, and some got absolutely excited about it, but when it came time to commit advertising money to help us get started...well, it got amazingly quiet around here. Apparently the bicycle industry overproduced radically in 1991, and was left with a market literally glutted with "last year's bikes," and the result is an industry scared to death of what the future may bring. Hey, join the club, guys. We're all terrified, but we're not going to stop riding.

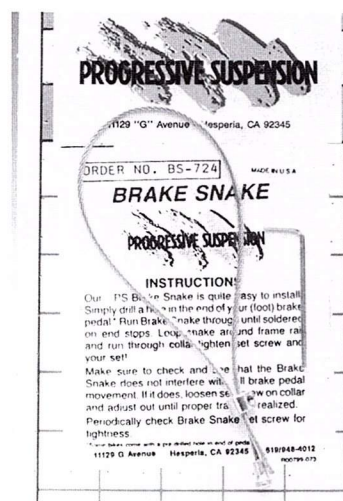
At any rate, we will not be producing *Sport Cycle* in the near future. We will, from time to time, be adding pages to *Trail Rider* and putting in some mountain bike stories, but only things you'll be interested in, we promise. There may be a mountainbike newsletter in the future, just for fun; but whatever we do, we've got you covered—everybody who subscribed has been entered into a mailing list (after we returned the money) that we'll use whenever we do anything, and you'll receive it free of charge. We apologize for the time we took away from *TR* this summer, and regret the money we lost on the project (could have bought the best, trickiest titanium mountain bike made with the bucks it cost), but you never learn anything if you don't take chances, right?

TOP AMERICAN

We've got a couple of releases here from Moose Racing reminding us that Steve Hatch was the top finishing American rider at the 1991 ISDE here. Of course, you already know that, and if you don't just turn to page 12 and get started reading. The Moose releases are to remind us all that Moose Racing practically built Steve's bikes by hand, and they can do the same thing for you if you're ever interested.

ENTHUSIASM

Ed Bishop, trail boss for the NETRA Mohawk enduro, called us up the week after his run and was babbling excitedly about it, so much so we have to say something about it here. Ed's enthusiasm is infectious. He told us all about the trail, all about the weather, and a good cross section of what the riders there thought of it. Next month we'll have a story on Ed's run, if we can get some pictures in here, and you can read all about it. The neat thing, though, is that Mr. Bishop kept his enthusiasm even after the event, which is a rarity. Most trail bosses burn themselves out by race day, and go into convulsions if anyone even mentions the word "enduro" around them, for months afterwards. Great job, Ed! He says he's not going to be the trail boss next year; I think we ought to talk him into it.



Need to keep New England brush out of your foot levers? Get a Progressive Suspension Brake Snake from your dealer.

and there's a passle of you, eh? One of these days Kerr is going to talk us into coming up there, and doing some riding, eh? Maybe when you guys thaw out, eh?

In the mean time, we appreciate your subscriptions, and hope we're printing things you like to read. We'd like to apologize once again for the U.S. Mail service, and regret that mail delivery between here and Canada couldn't be much worse if we were at war. It's expensive, too; which is why we make you pay \$5 more for postage, eh? We ask you to remember one thing when it comes time to renew: please send a check drawn on a U.S.-type bank, written out in U.S. funds, or a postal money order in U.S. funds. If we try to cash a Canadian check, the bank charges us \$25 and it usually takes six weeks to clear. Not much profit in that, eh?

TEST THE ICE

The Athol, Massachusetts, Lions Club is sponsoring ice racing once again this year on January 4 and 18, and possibly other dates if the weather holds out. The location is Silver Lake, in Athol, with practice at 11:00 A.M. and racing at 12:30.

One of the neatest features of this series is the Enduro class—a class open to trail bikes wearing full knobbies only, no street or DOT approved tires. The tires can be studded with one screw in each knob, and there will be 125, 250 and Open divisions. Call Peter Giammalvo for more information, (508) 632-6939 or (508)874-1732.

ECEA RULES

The ECEA has informed all clubs that new rule proposals are due now, so if you've dreamed up the perfect rule to ensure you a class victory without even riding next year, now is the time to get it in. Of course, you should be prepared to defend your rule against your own club members, and then the members of all the rest of the ECEA clubs, so consider carefully what you're dreaming about.

In other ECEA news, the group is looking for another spot to hold their once-monthly, Wednesday night meetings. It should be pretty big—in the off-season they can pack the house with cabin fever sufferers. If you have any suggestions of places, in the central Jersey/metro-politan Philadelphia area, call the ECEA message machine at the number on this page.

YAMAHA IS BACK

In case you missed it in some of the other magazines, Yamaha is advertising their contingency program for 1992, and it includes some series that we're all familiar with. The ECEA enduro series, SETRA enduros, Rocky Mountain Enduro Circuit, the AMA Cross Country series and the FTR Hare Scrambles series. In the ECEA they are paying \$200 for first, \$150 for second, \$100 for third, \$75 for fourth, and \$50 for fifth. This money is being paid in YZ Bucks—gift certificates redeemable

HOW ABOUT THOSE CANUCKS?

We'd like to take a minute here and thank all our Canadian subscribers—Malcolm, Jean Francois, Joel, Yvon, Rejean, Claude, Warren, even Kerr Chalmers, and Max...whatever happened to Max Burns, anyhow?—and all the rest of you north of the border dudes that subscribe,

NAMES AND ADDRESSES

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(203)875-5757
East Coast Enduro Association (ECEA)
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Virginia Championship Hare Scrambles Series (VCHSS)
114 Holloway Drive
Smithfield, VA 23430

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at your Yamaha dealer—and is available to anyone riding a 1988 or later YZ or YZ WR. See your Yamaha dealer for the facts.

ANKLE BITER DOES GOOD

NETRA's Tommy Norton, riding a Cliff's Cycles-sponsored KTM 125, has done all right for himself. Last month we told you that he wrapped up the NETRA hare scrambles championship; this month we can tell you that he sewed up the 200cc A class championship in the GNCC series, otherwise known as the AMA/Wiseco/Yamaha/Yokohama National Cross Country Championships.

Norton picked up nine first place finishes in the A200 class during the season, which was an excellent winning streak for the GNCC series.

At any rate, he did a phenomenal job of it, often finishing third or fourth overall in the races, much to the disbelief of the people he was beating, and also the guys who had to work so hard to stay in front of him. Anybody who had trouble believing that an ankle biter (125cc motorcycle) could do that well against a field of 250 and Open bikes, well, all they have to do is watch Norton. He knows how to perform rare magic on that bike, and it was fun seeing him go last year.

Should be more fun this year, because KTM has just announced that they are fixing Tommy up with a 250 for selected races. Get ready for some overall wins.... □

THANK YOU!

To all of our readers and advertisers for their support in 1991! We hope you enjoy Trail Rider as much as we enjoy putting it together for you, and we're looking forward to another season of the best racing, trail riding and riding partners in the known world!

Happy Holidays from Paul and Nancy Clipper and the Staff of Trail Rider Magazine

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Whether you're a trail rider, seasoned enduro, desert or cross country pro, Husqvarna's World Championship heritage gives you the confidence to win, every time. So fly right over to your Husky dealer. And become one of our pilots.



CROSS COUNTRY SERIES
125WXC / 250WXC / 360WXC



ENDURO SERIES
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Husqvarna
THE FINAL STEP UP

PHOTO BY KARL KRAMER
DIRT RIDER MAGAZINE

PIPE WARNING

Dear Trail Rider,
It has come to our attention, through a copy of the Pilgrim Sands Trail Riders club newsletter, that one of their members, Run DuPont, also known as the "Pipe Doctor", has seriously injured himself while performing his repair services. This is just one of the many horror stories that we hear all the time.

At this time we would like to strongly caution all potential "do it yourselves" to have pipe repairs performed by a professional! Although the conceptual aspects of pipe repair may seem simple to the novice or even experienced welding technician, they are not. Expansion chamber/exhaust pipe repair is dangerous! Do not try it on your own! Even the so-called experienced professional pipe repair services that you see advertised are at risk, as evidenced here.

Finish Line Products Co. has been in business for over six years, and has repaired over 10,000 pipes in this time. We have invested thousands of dollars and hours in repair and safety equipment. We have the best, unsurpassed track record in the industry. Please ask yourself if it is worth jeopardizing your health and safety to save the \$35 that it costs to have us repair it for you, risk free.

We wish Ron DuPont a speedy recovery, and hope that you understand the importance of this message.

Dan Sinkoff
Finish Line Products

BERKSHIRE HANKERING

Dear Trail Rider,
I read with interest the small article in the September issue about riding through the Berkshire hills where the '73 ISDT was held. As I had the good fortune to ride that event (bronze medal), I will look forward to the future write-up. I would dearly love to go back to that area and ride some of the trails, but I live about as far away as you can get, in Canada. I can't help thinking how different the event would be with a modern enduro bike, compared to the Bultaco Matador I rode in 1973.

I enjoy your magazine very much, as it seems the area, people, and events are very similar to those we have here. I sometimes o.d. on the razzle-dazzle California hype that we are exposed to by the "leading" dirt mags.

Keep up the good work, and if you or any other dirt riders are in the Pacific Northwest, get in touch.

Turk Perepalkin
Victoria, B.C., Canada

Turk, you are definitely missing some great riding on those old trails, but we are gnashing our teeth and fretting over running that story you're talking about. The day we rode, it was foggy and raining, and we didn't get any pictures worth a darn. Secondly, a section of the

route sheet runs riders the wrong way up a blind one-way paved road in a state park, and we're not sure we want to publish that sort of thing. Our legal advisors (the firm of Dewey, Cheatum and Howe), have been sweating bullets over the situation, and we may just give it a miss and find another route in the area to write up. Stay tuned, we'll show you the best riding in either case!

SNUBBED AGAIN!

Dear Trail Rider,
Another year of no-show! We advertise! I subscribe! You could show up!

Seriously, we had a great event, number 38 (first was in 1953). A fair contingent of Americans attended, although they don't like our rules—too much timekeeping. The Abel family (dad and two sons) were here from Kentucky, a bunch from Pennsylvania, etc. Try to make it next year. After all that Jersey sand, we'll show you some REAL rocks!

Kerr Chalmers
British Empire Motor Club
c/o Corduroy Enduro

LOST ADDRESS

Dear Trail Rider,
I'm writing in regards to one of your feature articles in the November issue, "Riding With the King" by Dale Van De Ven. I'm very interested in getting information on this riding experience, or an address I can write to to obtain such info.

I've talked to some of my riding companions who also expressed interest in such a trip. I

14082 Seven Hills Road, Traverse City, MI 49684; or call (616)223-4675.

FAINT PRAISE

Dear Trail Rider,
For the most part, I like your rag. You have good coverage of local events, good tech tips, etc.

Now the gripes. Cut back some on the mountain bike coverage. I know the two are related somewhat, and many people ride both, but remember that you are primarily a motorcycle magazine.

Now, one major bitch! As a member of the Pine Barons Enduro Riders, why did we not have any coverage on our annual "Clock Run" this year?

Name Withheld
South Jersey

The mountain bike thing is a knotty issue. It seems you either love them, or hate them; and when you learn that a good mountain bike costs at least \$700, it's difficult to afford them while supporting a trail bike habit as well. However, we've got an equal number of people writing in and saying that they like the mountain bike stuff, since they can relate to a motorcycle person writing about them, rather than a posy-sniffer in Spandex. We are going to continue adding mountain bike stories now and then, but we'll promise one thing: we will not "take pages away" from normal Trail Rider stories. All the bicycle stories will be on pages added specifically for that purpose, okay?



think it would be not only a beneficial learning experience, but also a whole lot of fun.

John Gurney
Hanover, MA

Yes, and it would be a lot easier if we had printed Dick Burleson's address and phone number in the article, but, like the boneheads we are, we spaced it out. You can learn more about the DB riding schools as well as Burleson's Guided Adventure Trail Rides, where he will lead you over the best trails of upper Michigan just for fun, by writing DB Sports, Inc.,

Now, about the Pine Barons thing. I have a lot of good, close friends who are in that club, but it didn't help at all when we tried to get results for that race. We were there, we took pictures and rode some of the course, and then waited for results. And waited. And still waited. Running an enduro story without the official results is a little silly, and when the results never got here, the Pine Barons story got pushed to the side, where it still remains. We'll leave you to figure out what the moral to this story is. □

NEW LIDS

Arai sent us a press kit describing their new helmets for 1992. Aside from a group of street helmets, there are only three models we woods riders need be concerned about. The MX/a is a new model derived from the MX/r of '91. The only real difference is in the visor; this MX/a uses an Aerodyne visor, shaped and vented differently from last year's. The MX/a interior is non-removable, although the ear cups can be removed to wash or changed for thinner or thicker pads.

The MX-E is a neat new helmet with a removable, washable interior, and a new Ram-Jet peak that apparently aids ventilation. The rock guard is also designed with bigger holes for better ventilation, and all holes can be covered for mud or cold weather. The MX-E looks like the helmet to get this year. Also available is the SKI/r helmet, unchanged from last year, featuring a removable interior. All of these helmets are DOT and Snell 90 certified and available in a variety of styles and colors.

YAMAHA IS BACK

In case you missed it in some of the other magazines, Yamaha is advertising their contingency program for 1992, and it includes some series that we're all familiar with. The ECEA enduro series, SETRA enduros, Rocky Mountain Enduro Circuit, the AMA Cross Country series and the FTR Hare Scrambles series. In the ECEA they are paying \$200 for first, \$150 for second, \$100 for third, \$75 for fourth, and \$50 for fifth. This money is being paid in YZ Bucks—gift certificates redeemable at your Yamaha dealer—and is available to anyone riding a 1988 or later YZ or YZ WR. See your Yamaha dealer for the facts.

NEW ATK MACHINES

News went out the end of last year that ATK would be releasing its fuel-injected two-strokes early in 1992. They will offer a 250 and 406, using the same Rotax engine we all know and

love. The fuel injection system will probably add \$800 to the base price of the bike, but if you live at high altitude this will be the bike of your dreams.

Also announced was a pending ISDE model ATK, built to be legal for ISDE/FIM competition, and targeted at the 1994 ISDE in Oklahoma. The FIM does not allow the countershaft-mounted disc brake of the present ATK line, so this new

machine will be using a rear disc just like a KTM. Also, there is talk about dropping the A-Trak chain rollers in favor of a conventional chain drive system, to remove any possibility of reliability problems in an ISDE-type event. Hmmmm...sounds like the kind of bike we've been hankerin' after....

NEW ICO

Cary Mackenroth called to tell us that the ICO Pro Comp comparator is here and starting to ship now. It is a late/early type of enduro computer with a built-in odometer (in fact, when there's no race route sheet entered it simply functions as an odometer). The Pro Comp uses a thumb switch on the bars to switch between displays—late/early, seconds, or distance. According to Cary, it has been designed to

be extremely simple to program and use, especially in its basic configuration. Advanced users can set it up to perform all sorts of tricks, however; for example it can be switched over to Pro 3 (pacer) mode if you'd prefer. Cary said they've been testing this hardware extensively in Europe and elsewhere, and he's very happy with the finished product. Until the end of the year, the Pro Comp is retailing for \$275, after January 1 the price will go up to \$299. Good news! The later version of the Pro Comp will also do Brand X rules—look for a test of the Brand X unit in the spring.

STOLEN BIKES

We received a frustrated call from Rich Parker this month, telling us about his just dialed-in 1990 KTM 250 that was recently stolen from his property on the Jersey shore. The bike had a Ghost Rider computer mounted on it, as well as Answer handlebars and an Answer S/A Pro

spark arrestor. The VIN number is VBKDXJ209LM300745. If you come across this bike, call us here at the TR office and we'll get in touch with Rich.

Also, the NETRA newsletter reported a bike stolen from Sippin Cycles in Monroe, Connecticut. It was a white 1991 Honda XR600 with a Vermont license plate, VIN number JH2PE0403MK600216. If you come across this machine, contact John Massad at (212)648-0790.

If you've had a bike stolen let us know. We'll print the info here and make sure everybody knows about it. Remember to be careful when buying a used bike—if the deal starts sounding fishy, or the "owner" doesn't have the paperwork for an obvious enduro bike, get the VIN number off the steering head and check it out with local dealers and the police.

NEWS FLASH!

Just as we were wrapping up this column we received a call from Clark Collins of the Blue Ribbon Coalition. Clark has been working actively to support the National Recreational Trails Fund bill, and he called to tell us we've all but won. The Trail Bill has been included as part of the Conference Transportation Package, with a few changes; most notably a \$30 million cap on funds the first six years, but Clark says we can live with that. The Transportation Package is sure to be approved, and unless that brainless president of ours vetoes the transportation bill we'll be home free.

Along the way, the Trail Bill has had its official name changed to the Steve Symms' National Recreation Trail Fund Act of 1991, and we should all be aware that a very large amount of support for this bill came from Congressman Robert Roe of New Jersey, who was an original



co-sponsor of the bill. He could use a couple of letters of thanks, so if you have a minute write to him at 2243 Rayburn H.O.B., Washington, DC 20515. They're very busy there, but if you must call, dial (202)225-5751.

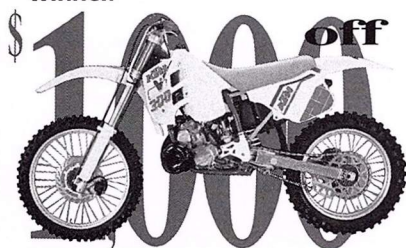
The NRTFA will benefit all motorized trail users by earmarking a portion of federal gasoline taxes for trail development and maintenance, just the way a portion of fuel taxes go towards boating priorities. □

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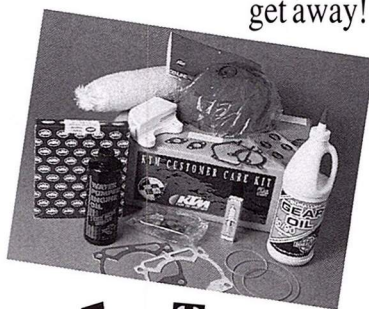
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SUN, SCENES, AND FIELDS OF DREAMS

Experiencing autumn at the Cidah Run turkey run

By Jerry Shinnars

North Conway, NH 10/13

Sometimes motorcycle events just happen at the right time and the right place, combining elements that otherwise never come together. Such was the Cidah Run Turkey Run (that's the way they say "cider" in New Hampshire and Maine) in North Conway, New Hampshire. Held right at the end of peak fall foliage season on October 13, this event just happens to be right in the heart of the best mountain scenery in the northeast.

The event is put on by the small but ambitious Hurricane Mountain Trail Riders, who have hosted a couple of hare scrambles and the Cidah Run for the past two years.

Last year's Cidah Run was held under dry and unusually warm conditions for October (80 degrees), and was one of the best rides I had had in over ten years. This year it had rained a lot for two weeks prior and temperatures were below normal—34 degrees in the morning, rising to the fifties. The only inconvenience was that we were all a bit cold starting out. It was a breathtakingly clear, crisp day, and the sun just exploded the colors in the trees.

The club did not waste time getting you into the scenery and color. We immediately took a trail to Mt. Cranmore, a popular ski mountain



Crossing a stream and heading into the scenery. You can get an idea of what it looked like from the photos, but black and white will never do it justice. Plan on going, next year!

in the area. We blasted up the mountain access road to the peak and were overcome by the view. Imagine a clear, crisp day, sharp blue sky, a view of Mount Washington (complete with snow cap), the deep valley, and an overview of North Conway in a blaze of phosphorescent red-orange. It does not get much better!

After the overdose of colors, the laws of physics told us that what goes up must come down. The course down for the timid and the dual sport people was to go back down the access road. The hero section was fun for the rest of the naturally aggressive. It was straight down the double black diamond ski slope and into a trail section best described as a "trials section." The club said it would be gnarly because of the recent rains...and they gave new meaning to the word. Sharp switchbacks up and over small hills through the woods, with plenty of rocks and roots, tested our balancing skills

and made us pray for new tires. Some dual sport riders didn't read their route sheets and went through the section. Brain dead! But they all made it.

Most of the rest of the ground conditions on the course were damp, and a bit wet in spots. There were several venus flytrap holes that could make you an unhappy camper if you picked the wrong line.

New Hampshire and Maine have a type of soil that is loamy and loosely held together. If it breaks through and gets wet, it is like mixing



There's nothing like a ski slope to test your downhill abilities. The trials section was a hoot.



Riverside meadows offered a chance to stop and take it all in. The weather was cold, but perfect.



For an area that can see snow any time in the early fall, the ride turned out perfect. It's a long drive up to the north country, but worth it.

chocolate soup that solidifies as you stir (or spin your tire). Once your tire had stirred it up well, it hardens like cement. Can you bench pull (not press) 240 pounds? Try it in wet cement. Luckily, there were just a few of these spots.

One of the highlights of this ride are the famous Maine potato fields. Basically, you pull the trigger and race down one edge of a field, letting the bike top out through four gears. Then you brake hard and power slide around the corner and top out through the gears again, field after field for about ten miles. Nobody had any aggression left after this exercise; all limits of bike and man were explored and the word "fun" took on a new meaning. Some were wishing for 96 miles of potato fields!

This turkey run had some really outstanding sections that remain in memory; the most perfect turkey run imaginable, a 10 plus! There were several "tunnels" of trees on woods roads that were aflame with yellow and orange colors and leaves floating down as we rode through. A peak experience! Pine forests with berms kept us up and down, twisting and turning like a slot car on rails—nothing better for putting a big grin on your face! There were some great powerline sections where the views made it all worthwhile, and there was a long section of gentle roller coaster trails along the Saco River, amidst still more color.

Two hundred riders turned out to do all this and more on the 96-mile course, a good showing for "way up" in New Hampshire, and nobody was disappointed in the ride; not at all. Hats off to the Hurricane Mountain club! Rumor has it they may have an enduro next year. The only problem is you will not have time to stop and smell the flowers—or in this case, look at the scenery! □

AT LAST!



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The Upper Peninsula GREAT LAKES 300

Adventure Touring in the Michigan Upper Peninsula

by Ed King

Newberry, MI 8/31-9/2

Adventure touring, by my definition, is riding in a new area, with no particular route or destination. Just ride and follow whatever road or trail looks inviting. Dual sport bikes optimize these experiences by keeping your options open on what is a navigable road or trail. Adventure touring is not without it's perils or frustration, and even the best of us can experience dead ends, getting lost, or running out of gas, which can ruin any ride.

A twist in adventure touring, as a means of maximizing your riding enjoyment and minimizing peril and frustration, is an organized trail ride. For 1991, Suzuki and the AMA organized the AMA National Dual Sport Trail Ride Series. It was a series of non-competitive multi-day trail rides held all over the country.

The Bentwheels Conservation Club, a chapter of the Cycle Conservation Club of Michigan (CCC) organized one event in the series, the UP Great Lakes 300. The ride was unique in that it could have been called a "DUAL Dual-Sport" ride. The two day event, staged over the Labor Day weekend, offered the rider a daily choice: 100+ miles of different "knobby oriented" trail, AND/OR 150+ miles of dual sport routes. A total of four unique routes were arrowed and route-sheeted by the hard working Bentwheels club members.

Being a dual sport devotee, I can only supply a second-hand report on the woods route. I saw a lot of grimy smiling faces, and heard comments like: "expert only section", "technical section", "a lot of road sections", and "who laid this out anyway, a trials rider?" I never did hear the profanity "all whooped out."

Well, what about the dual sport route? Shall I make it short, sweet, and to the point? The weather was sunny and cool, the routes were dynamite, there was essentially no mud, and a nice breeze blew and kept dust down. Over 300 miles of riding was packed into two days. Day one was a counterclockwise loop northeast out of Newberry to Tahquamenon Falls, Paradise, Whitefish Point, and miles of beautiful Lake

Superior shoreline. Sunday's loop was southwest out of Newberry to the Seney National Wildlife Refuge, south to Naubinway, a scenic stretch of the Lake Michigan north shore, and then loop back to Newberry.

A real variety of routes were covered. Everything from arrow-straight blacktop and gravel roads to hardpacked sand roads and snowmobile trails. We were tested on hard slick gravel,

deep soft sand, and everything in between. Blast down a country road, into a dark tunnel of trees, and then pop out into the sunlight to greet something new under your tires. The "treat" on the last day was a stretch of log corduroy road, complete with several log-filled ditches. For some reason I stood on the pegs and went thru it at about twice my normal pace. At the end I stopped, got my ticket at the checkpoint, looked back at the trail and said to myself, "You know what, you're SUPPOSED to ride that kind of stuff fast!"

I could go on and on about the variety of trails, roads and riding available in the UP Great Lakes 300. Suffice to say the riding was enjoyed on bikes from a 200cc Suzuki to a huge Honda Trans Alp. There were plenty of awards and prizes to go around, as well as automatic eligibility in the 1991 AMA/Suzuki DR350S Dual Sport Drawing.

In the hope that readers will be motivated to partake of some of the great riding offered in the Upper Peninsula of Michigan. I'll leave you with three tidbits: (a) Knobbies were a MUST for the

single track woods routes, many of which are laid out in the 1990 Michigan Cross Country Cycle Trail Map book, free to all CCC members. (b) The UP is BIG, and as a consequence long straight road sections (paved and unpaved) are unavoidable, so gear up for a decent cruising speed. (c) Make sure you have a front tire that will afford good control in the sand. It MAY preclude an embarrassing face-plant!

The organizers and participants in the UP Great Lakes 300 would like to extend appreciation and thanks to the following sponsors who graciously supplied awards for the event: American Suzuki, Pirelli Tire, Magic Racing, Boyesen Engineering, Krause Racing, Kal-Gard Oil, Scott USA, Maier Manufacturing, and Dirt Rider magazine. If you are interested in participating in the 1992 UP Great Lakes 300, keep your eye on the events calendar in AMA's American Motorcyclist magazine, or contact Bentwheels Conservation Club, c/o Larry Lindenberg, 7624 Emerson, Washington MI 48094, (313) 781-2219. □



Top: Parked at a lookout on Lake Superior. We saw plenty of water on this trip. Bottom: Whitefish Point lighthouse. If you wanted to travel as a tourist, there was plenty to stop and explore.

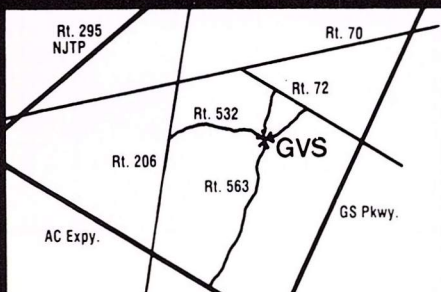


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SETTING YOUR TIRE PRESSURE

A continuing series of in-depth reports on things you'd rather not think about

By the Trail Rider Staff

When the ECEA series rock runs start each year, in late spring, the most common question batted back and forth by the competitors is "What are you running for air pressure?"

Oh that it could be so simple.

If you want to really get an edge on someone in the tire and wheel department, you're going to have to ask a few more questions than that. Before the random air pressure of a couple of tires means anything at all, you're going to have to know what kind of tires you're talking about. Are they lightweight, flexible two- or three-ply sand tires, or really heavy, stiff five-ply skins made for desert riding? The air pressure requirements for these two extremes are radically different, and every "standard" tire inbetween has its own requirements that, if you want perfect traction, are going to have to be re-

searched and tested to bring you the most benefit.

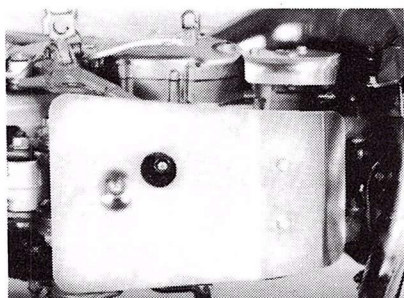
Why? Because the construction of the tire determines how stiff it is, and the combination of the stoutness of the tire and the amount of air in it, as well as the rubber compound stiffness, combine to keep your rims off the ground. Keeping the rims off the ground is the only reason tires need air.

For example, a really light weight tire, like the sand and mud tires made by Dunlop (K990) and Pirelli (Sandcross) uses a minimum number of plies in its construction. This is common for soft-surface tires because if you're riding in sand exclusively, you theoretically don't need the weight of heavy or stiff fabric plies, and the tire can be made soft and flexible to best conform to the terrain. If you've ever ridden on real

sand tires in real sand, you know that the tire companies must be right, because nothing works better.

At the other extreme, there are heavy duty tires that are made for rock riding and extreme conditions that are available up to five- or six-ply construction. There used to be a six-ply Yokohama tire we would use in the desert, and the Teraflex is another example of a mean, heavy rock tire. Dunlop makes a heavy duty K695AT desert tire and Metzeler makes a 5-ply MX model for severe off-road. For our eastern purposes, the Dunlop K695 and K595 serve as good examples of all-around use tires, as well as the old four-ply Metzeler MX. This is a class of tire that can be described as "normal" to very stiff; in the case of the Dunlop K139 front tire, the carcass is so stiff that it hardly feels like it

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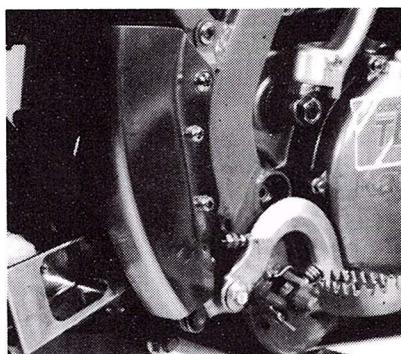
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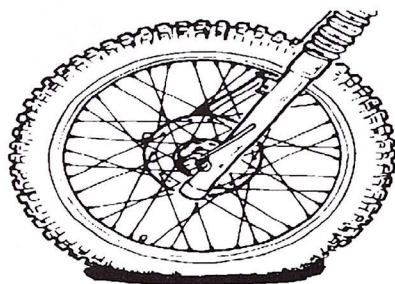
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needs air in it, once you get it mounted. And actually, that's not far from the truth. The Dunlop K490 and Metzeler MX are a middle ground all-around front tire. The all-around and lighter tires are more critical when it comes to air pressure.

Before we start pumping, one other variable has to be considered. What type of inner tube you use has a definite effect on required air pressure. If you go for the department store specials, the \$4.95 each "genuine butyl rubber" cheapies, you'll need more air in them to compensate for their lack of mass. Standard duty name-brand tubes from Metzeler and other tire companies are the base normal for all purposes, and heavy duty natural rubber tubes, like the super-heavy Metzeler and Dunlop tubes you can sometimes get, or the old Hi-Point ultra-heavy tubes, require less air pressure since the rubber itself is so thick, and adds so much bulk to the whole package.

Okay. So the point of all this is to keep the rim off the ground. How do you figure out what the best air pressure is for your bike, your riding style, and the terrain you happen to be riding? Experimenting and observation is the only way. Try this on for size: Next time you go out trail riding, pump your tires up to about 20 pounds each and ride a normal section of terrain—we're assuming that you're using sand tires for sand, rock tires for rocks, but it'll work no matter what. After you get an impression of what 20 pounds feels like through that section, drop the air down to 15 pounds and ride it again. Do the same thing at 13 pounds, ten

pounds and eight pounds. Naturally, you'll need to carry an air gauge with you, and ride carefully at the lower pressures to keep from getting a flat.



You should feel an extreme difference between 20 pounds and eight pounds, and you'll probably also notice that as you get lighter on the air pressure the bike handles better, up to a point. Now, to find your optimum pressure, pump the tires back up to 15 pounds or so—more if you're running sand and mud tires—and ride the section at your normal speed. Make sure there's a couple of typical obstacles in your way, like roots, rocks or logs, and hit them just as you normally would do. Paying attention to what happens when you hit the roots or whatever, keep reducing your air pressure until you just about bottom out the tire on the rim. That means you're probably going to whack the rim one time, but that happens in testing. Hopefully, you won't dent it.

One thing to consider: as the tire works, it generates heat. As the tire heats up, the air

pressure inside increases. Dry, hard surfaces and high ambient air temperatures increase this effect, so take it into consideration when you're testing air pressure—check the pressure in the tire before you adjust it; it may be higher than you expect, and this is normal. You may start at 12 pounds, ride for 10 miles and feel like you want it to be 14 pounds. Well, you check it and it *is* 14 pounds, because of the heat. Raise it to 16—the two pounds you wanted—and you'll probably be right on the money.

When you find the lightest pressure you can use without banging your rims, make a note of it—front and rear, because they'll probably be different. This basic pressure setting will be good for that tire, that tube, your own air gauge and that terrain, and probably nowhere else. Depending on the overall ruggedness of the terrain you can decide if you want to increase the air pressure—if you know the trail gets rockier, you may want to add a couple of pounds. Either that or you're going to have to ride "lighter" on the bike in the roughest sections, and take great care to avoid flats.

When you're all finished testing you'll have learned that **you're going to get the best ride from the lightest pressure you can run in off-road tires.** Your bike will bounce less in the rocks, and bite better in the mud and sand; and if you've been running your air pressure way too high, you'll find that your bike handles better when you find the lowest pressure you can safely use. Like we said, all the air does is hold the rims off the ground. Anything more than the minimum is just hot air, eh? ☐

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PLONKING IN NEW ENGLAND

Ryan Young shows why he's the champ

by Mike Snyder

Wrentham, MA/Exeter, RI 9/7-8
Team Aprilla/AXO supported Ryan Young

blew into New England about three weeks after Hurricane Bob unleashed his fury on Rhode Island and southeastern Massachusetts. Although not as devastating to property as Bob, Ryan none the less subjected his fellow competitors to a demoralizing defeat. He won what he described as an easy event in Wrentham by 41 points over Honda Canada's Tom Farr. The King Philip-promoted event worked zig-zag over the obstacles in the 15 sections of their event. The course took a point here or there, with dabbing and such, but there were no killer sections. During the three loops, the club managed to make the best trials riders in America drop an average of 50 points (except Ryan, who dropped 15). If the riders had any dreams of an easy run through New England, they were rudely awakened on the next day. After three laps of 20 very technical and strength sapping sections, the Rhody Rovers event (under the guidance of Bill Mathewson) had some very tired and whipped

competitors on their hands. Ryan Young and the rest of the National ranked riders said the event was a lot more demanding, a real eye

opener, and an excellent gauge for the next year. Instead of taking a tricky point here and there (like Massachusetts and Pennsylvania before that), this final run had the riders coming into vertical rock cliffs, slippery roots, logs and rock-infested steep hillsides; as well as a triple rock ledge that the riders would jump (like Jean Michel Bayle on a supercross track).

As tired and physically beat as the riders were, they all thanked the Rhody Rovers for opening their eyes. As Geoff Ar-

ron best explained it, "This event would be an easy one in Europe. I went over there a couple of months ago and the best I finished was a 33 overall out of 120 riders, but the top guys were way ahead in finishing points. This particular event today was one we needed to have, especially with the Trials des Nations coming up in a couple of weeks. Ryan finished with a little



Ryan Young finishes a section cleanly. If you ever get a chance to spectate at a national trials, do it. You won't believe how radical it is!



The Rhode Island terrain surprised everyone, and took its toll on machinery.

over 100 points today, compared to 15 yesterday, so that tells you even our best rider struggled a little. We all could use some more runs like this one to sharpen our skills." □

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NATC/AMA Round 9 Wrentham, MA Championship Class

1. Ryan Young	15
2. Tom Farr	56
3. Geoff Aaron	65
4. Ron Commo	76
5. Todd Roper	77

Sportsman Class

1. Craig Fish	72
2. Stephen Dolan	94
3. Mike Huddleston	96
4. Mark Sturtivant	102
5. Ronald Bertrand	109

Senior 30 Class

1. Bob Howard	93
2. Stephen Oehrle	104
3. Rick Montone	107

4. Tome Golden	108
5. Paul Barrows	126

Senior 35 Class

1. Jack Stites	75.5
2. Wayne Galvin	94
3. Billy Erwin	106
4. Spencer Coffman	114
5. Eric Schertz	118

Super Senior 40 Class

1. Gary Sampsel	70
2. Dave Aldo	107
3. Jim Watson	141
4. Pete Mc Quirk	159
5. Lonnie Lyking	182

Super Senior 45 Class

1. David Hulse	150
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Veteran 50 Class

1. Bill Thompson	132
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High School Class

1. Cory Pincock	100
2. Robert Leffo	132

NATC/AMA Round 10 Exeter, RI Championship Class

1. Ryan Young	108
2. Geoff Aaron	158
3. Ron Commo Jr.	195
4. Tom Farr	206
5. Kip Webb	224
6. Ray Peters	225

Sportsman Class

1. Craig Fish	128
2. Steve Dolan	169

3. Mike Huddleson	176
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Senior 30

1. Tom Golden	158
2. Rick Montone	167

Veteran

1. P. Havunga	207
---------------	-----

Senior

1. Dave Hulse	221
Veteran 50	
1. Jerry Young	144

High School

1. Robert Leggo	200
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Senior 35

1. Jack Stites	114
2. Gary Hoover	152

Senior 40

1. Gary Sampsel	155
2. Robin Farmer	177

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ATK 250 CROSS COUNTRY

Lightweight and strong, but will it work on the east coast? We're working to find out....

By Paul Clipper

ATK stormed onto the off-road racing scene in 1988 with their line of American made two stroke racing machines. The most astounding thing about the ATK was its weight—in a time of 240-pound 250cc enduro bikes, the ATK 250 came in at right around 205 pounds. There were 125 motocrossers that weighed more! The open-class 406 was only about two pounds heavier, making it the lightest production big bore two stroke ever produced.

The thought of riding such a lightweight motorcycle was seductive one, but that wasn't the only good point of the bike. The ATK two-strokes also used the tried and true Rotax two-stroke engine, a powerplant that was proven efficient and reliable after years of being the best part of the Can-Am line of motorcycles. The ATK frame design was controversial, with a shock on only one side of the swingarm and the A-Trak chain torque elimination system, but in spite of any uncertainty riders bought these first machines in droves, even enduro riders—although the bike was marketed as an MX machine only. The lure of such a lightweight, reliable motorcycle was irresistible to many off-roaders, but, as in many too-good-to-be-true stories, the new machine left a lot of these new ATK customers disappointed.

WHAT WAS WRONG?

Probably the most limiting part of the first ATK was its suspension, at least to enduro riders. The ATK company sold the bike as a motocrosser only, but that didn't stop us enduro riders. Unfortunately, 1988 was still the Black Years for White Power, and they hadn't yet figured out how to valve a suspension to be compliant as well as effective in the bumps...in other words, the suspension was stiff, and even stiffer if you were trying to ride enduros with it. Paying to have your suspension revalved wasn't as common in 1988 as it is now (only the guys who were *winning* did it back then!), so a new ATK enduro rider was bound to be disappointed with his MX suspension, unless he had a dealer who knew how to fix it.

Secondly, the ATK was among the first on the bandwagon with disc brakes front and rear, and rather than going the conventional route, ATK chose to mount the rear disc on the countershaft sprocket. Now, there are a number of



The new Cross Country model comes with all the parts we used to have to supply, like lights, spark arrestor and enduro suspension.

advantages to this design. It uses a shorter brake hose, so there's less chance of wrecking it somehow; keeping the weight off the rear end makes the suspension work better and helps the balance of the motorcycle; and the latest backward-facing brake pedal is nearly bullet-proof.

The major problem, however, is that ATK came out with this ground breaking rear brake design in the days when we were all still trying to figure out how to live with disc brakes. The first systems suffered from rapid pad wear (just like everybody else), and a string of heat related failures (have we learned to keep our toe off the brake pedal yet?). The countershaft-mounted system also wasn't accepted as legal by the FIM, and still isn't, although since the ATK uses a KTM rear wheel, retro-fitting a rear disc system is not terribly difficult, although the cost is prohibitive for any of us private citizens (ATK is coming out with a rear-wheel disc bike to satisfy FIM requirements for the 1994 ISDE in the U.S.).

True also was the fact that the bike was air-cooled, in an age where liquid-cooled bikes were being promoted as the Final Trick Thing. We'll admit right now that a number of us are still not convinced that doing away with cooling fins and hanging a pair of \$150 radiators plus

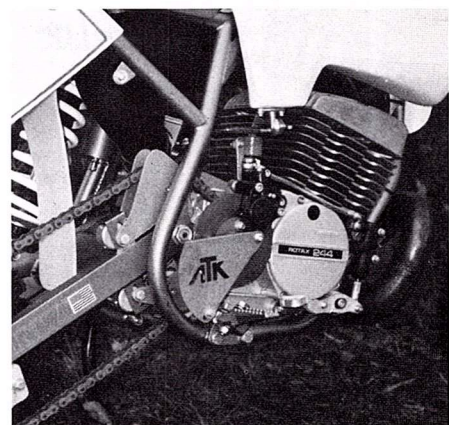
plumbing on the front of a dirt bike makes any sense at all, but the air-cooled engine also has been a limiting factor with ATK sales.

The net effect of all these little problems, along with the fact that ATK has avoided changing the bikes drastically every year for the sake of marketing, has kept ATK way down on the charts on the east coast. I know a number of people who tried them out and sold them quickly, complaining that the brakes were wimpy or the suspension didn't work. Since those "bad old days" we've learned a lot about controlling these sorts of problems, so we now ask the \$64 question: Here in 1992, has the ATK finally become a valid enduro bike?

LONG TERM TEST

To find out, we've acquired a test machine from ATK. We have a brand-new 1991 250 Cross Country, and we aim to run it through the mill this winter and make a final judgement. Why a 1991 model? Because that's what they had available; and realistically, the bike you buy in 1992 won't be all that different (unless you opt for one of the new fuel-injected ones). This will be the first article in a series; after this, look for a full test on the bike, after we get a few hundred miles on it, and a report on what we've done to make it better.

The Cross Country line is a departure from the old days, since it is actually sold as an "enduro" bike. This means it comes with lighting coils and a headlight and taillight, and, most importantly, a suspension valved closer to what off-



The key to the countershaft disc brake is to keep your foot off of it. The A-Trak roller system is said to be sealed for mud.

roaders require (as opposed to MX riders). Our first impression of the suspension is good. We rode on the day of the Stumpjumper enduro, and though we spent most of the morning tracking down a shorted kill button wire, we did get a chance to ride later in the day to break in the engine somewhat.

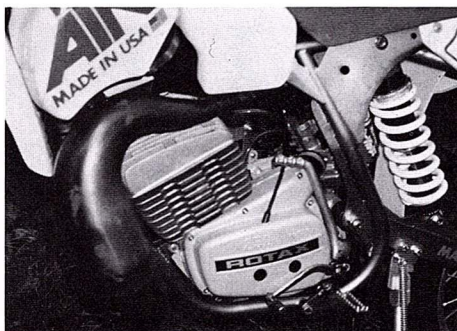
It's impossible to do this without making comparisons, so we'll start out by saying that the ATK forks feel a lot like KTM forks, and for all we know they may be sharing the same valving. The bike's front end seemed to be sprung just a bit stiffer than perfect, which is probably good. The springs have yet to settle, the forks have to break in; maybe after a hundred miles or so it will be just right. We set the clickers on #1 for compression and #2 for rebound—typical for a KTM—and really haven't fiddled with it much from there.

The rear shock spring came preloaded to about 210mm unloaded, and without checking the sag the rear end felt just slightly soft, so we cranked up the adjusters a turn, to a length of 208mm. When the shock breaks in and the spring sags a bit, we'll set up the rear sag accurately. Right now, we're just going by "feel", which is just as good. The rebound is now set on #4, while compression is on #1. The rear end certainly felt cushy enough, but a short day's riding isn't enough to evaluate the usefulness of the chain torque elimination system.

One thing we're curious to experience is the longevity of the A-Trak rollers on the rear swingarm. Basically, they are sprockets rolling on ball bearings, and in the old days they were very sensitive to mud contamination. They are re-

puted to be sealed much more effectively now, and once again this is something we hope to learn.

Power output from the stock 250 Rotax engine is very mellow but ample. The mellowness comes from a combination of a very large ex-



Rotax's air-cooled engine appears dated, but power and reliability are still abundant.

ternal-rotor Motoplat ignition flywheel and an "enduro" rotary valve in the intake system. This engine uses a rotary valve induction system, where a spinning "shutter" determines the volume and timing of the intake charge. The stock valve is actually a middle of the road valve, and there are two more available; an even more mellow enduro/trials version, and a motocross version. To offset the heavy flywheel, we plan to install the MX valve as soon as we get one. The stock valve is excellent for a novice rider, but if you're a little aggressive you'll appreciate the more robust powerband available from the

MX valve.

As it is now, the bike revs slow and solid from idle, with no reason for the rider to slip the clutch (good thing, too—the clutch pull is substantial). In the midrange, the engine starts making power faster, but still without a peaky "hit." At about 4500 rpm the engine comes alive and starts really buzzing, but the power seems to shut off early, probably due to the enduro rotary valve.

The bike feels just as light while you're riding as it does pushing around the garage. This is one area where we anticipate absolutely no complaints. The lighter the bike, the easier it is to ride; and the easier it is to ride, the longer you can ride without getting tired or making mistakes.

A side benefit to the weight is the ease of handling. This is, after all, a 250 with the weight of a 125, and what that means is you can flick it around the trail with wild abandon. Changing lines is as easy as flicking the bars, sliding your weight back and giving it body english, blipping the throttle; whatever. It's an easy bike to control, and we're looking forward to spending many miles doing just that.

MAKING IT RIGHT

So far, it feels good, but so do all new bikes. What we want to do with this test is to prove to our satisfaction that the ATK two-stroke, in all its air-cooled, countershaft disc-braked glory, can be competitive to race and fun to ride in the north east. And, if it needs help, what you can do to make it more suited to this leafy, muddy landscape of ours. It'll be a learning process for both of us, so stay tuned. □

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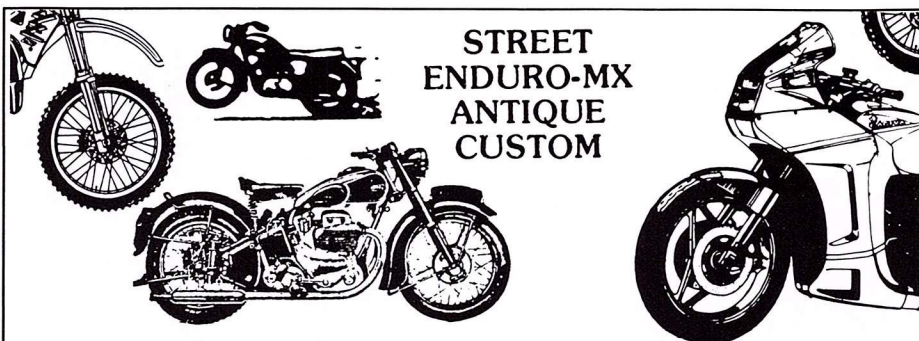
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DELAWARE STATE NATIONAL ENDURO

Russell locks it up at a perfect D.E.R. event

By Paul Clipper, photos by Clipper and Mike Snyder

Bear, DE 10/27

The week before the Delaware National was a tense one indeed. Unless Jeff Russell did something really wrong, the National Enduro Championship was going to be decided in Delaware. Actually, the championship was going to be decided *again*, much to the annoyance of Russell & Co. Although Jeff had stormed through the early runs and held tough as his competition weathered some serious injuries, and then stood his ground while a rampaging Randy Hawkins slashed away at his points lead, he was not prepared to be ganged up on, and before Delaware his castle seemed in danger of crumbling.

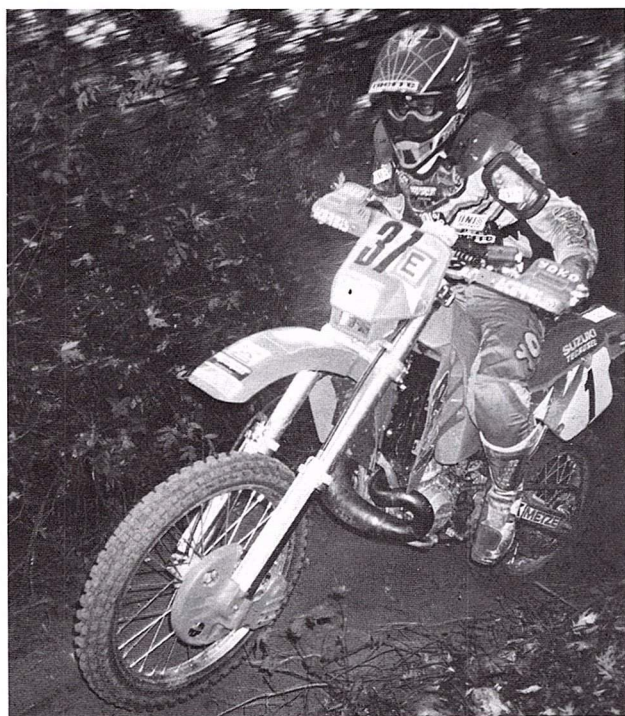
Hawkins couldn't bring down Russell's lead all by himself; Randy rallied after mid-season with a string of overalls, but by then all Russell had to do was finish second and he was still comfortably set. The trouble came when Kevin Hines healed from his fractured pelvis and got back up to speed. With Randy still keeping the pressure on, Hines found two enduros he particularly liked, and finally won the overalls he'd

promised to take this season. The wins, in Texas and California, wrecked the points standings—at least the way the KTM team had them figured—and having teammate Hawkins suffer problems and finish low on the boards kinked the totals even more.

Few people knew what the possibilities were right before the Delaware run, but Randy, Kevin and Jeff had it figured out. Basically, if Hines won the overall, Russell would have to finish second to wrap up the championship. If Randy won, Russell would have had to finish tenth or better to sew up the season...or something like that. But, if Russell had problems—a bad crash, or a mechanical DNF—everything would go out the window and the series would be decided in Illinois, with an extremely confusing set of mathematical possibilities for the overall win. At this stage in the game, though, it is in the winning team's best interest to sew it up early and not leave so

much to chance.

Which explains the tension in the KTM encampment on Sunday morning, and a capacity crowd it was, too. Although Jeff was the only one responsible for piloting the bike and picking up the points that would do the job, he was joined by KTM America president Rod Bush, development technician Mike Rosso, race mechanic Tom Komar, and east coast representative Bert Guerrette, who wasn't even riding for a change. Also helping out was Jeff's fiancée Carrie Jo Coombs, daughter of Dave Coombs, originator of the Blackwater 100 hare scrambles. Carrie Jo, who has promoted a few events of her own, at one point looked around the pit area and said "Yep, I think we're going to have to put on an enduro ourselves. The Blackwater Enduro."



Randy Hawkins won the battle at Delaware, but Russell won the war. Hawkins had nothing but pride for the event afterwards.



J.R. finished second overall to Hawkins, and had enough points to take the national championship for KTM. Jeff was obviously glad it was over.

To which we say *Lord help us*, but remember you read it here first.

TRAIL RIDING WEATHER

A number of us who were only planning on spectating were hoping for real national-caliber Delaware State Enduro weather: rain. Delaware can be a great place to ride (although all the trails are private and unavailable any other time of year) when the weather and ground are dry and warm, it becomes a nightmare in the wet. It becomes a perfect hell of clay-based mud, the ultimate test of national riders everywhere. Fortunately, for everyone involved, it stayed dry the week before the run, and riders were treated to an easier time of it.

Not all that easy, though. Since they were hosting a national, the Delaware Enduro Riders decided to show everyone that there are plenty of trails in the First State, and when the dust finally settled it seemed like all 140 route sheet miles of the event were on single-track trails. "They never let up on us," said Tony Recchia, of the Ridge Riders, "They just kept hammering us until we were all late!"

Kevin Hines had a lot riding on a Delaware win, so he attacked the event with his usual wild abandon. The early part of the event featured Delaware's usual trails, but more of them, and all of the riders found it took a lot of concentration to keep from falling dangerously back in the minute. Everyone was looking fast, in the morning, and we tried to find out from Suzuki's Charles Halcomb how Kevin was doing, but he wouldn't say. "No way! I'm not telling you! Every time I talk to a guy from the press I get into trouble!" After we had him in a headlock for a couple of minutes he admitted that he really didn't know. Everybody's points were too close to follow that early in the game.

Later on, Hines made an attack in a long, long tight section, where the DER had three checks back to back, but an error of judgement cost him any decent score he may have gotten. While trying to pass New Englander Paul Mil-

liken Kevin took a bad line and crashed hard in some stumps. The extra time he picked up wound up being carried through the next two checks, so he was out for the day—and all of his chances for the championship were used up.

Randy Hawkins, last year's national enduro champ, was still slamming along, cutting fast times and seeming to make no mistakes. "This was the best run of the year," He said afterwards. "Between Delaware and South Carolina. They know how to put on a really good ride here, and I've always enjoyed it." Randy wound up winning the overall with only 16 points lost, a remarkable ride any way you look at it. Randy has turned into a real accurate rider. He's not very flashy to watch, but all of his effort goes into forward motion; he makes it look easy to win.

And what about Russell? With Hines crashing out, Jeff only had to finish tenth or better to sew up the year, and it's a good thing, too. Lots of rumors were flying around in the first half of the run, that Jeff had burned a check bad, then that he'd come in late. "I made a real dumb mistake," he admitted. "I went into the 12 mph section with my mileage off by a couple of tenths, and I wound up coming in late to a check that everybody else zeroed." Hines even mentioned it later, when he said he almost rode right up to Jeff in that section, when Jeff was supposed to be two minutes in front of him!

The extra two points hurt Russell's chance for the overall, but it made little difference for the series. His 19-point loss was enough to get him second overall, and in the distance you could hear the fat lady singing, as they say. "After so many years riding, chasing around after

Terry (Cunningham) and watching these other guys win championships and trying my best, it feels really good to finally do it," he said afterwards. "It hasn't really sunk in yet. It was a lot of work. I have a lot of respect for Randy and Kevin, either one of them can win any race, at any time. But I was in the driver's seat right from race two, practically, and while they had to win all I had to do was maintain a points lead."

We asked Jeff what he contributed the most of his success to this year, and he admitted that early on he quit his job at Lancaster Sport Cycle in Ohio and decided to concentrate full time on winning the championship. "Randy and Kevin are both professional athletes; they have their lives set up so all they have to concentrate on is winning. They train all day, every day, and I thought that the only way to compete was to do the same thing. It worked...and I'm really grate-

Kevin Hines had one last bid for the national championship, but a tangle with another rider slowed him down.



Jack Lafferty Jr. finished low in the standings, but gathered enough points to wrap up the ECEA championship again.



Kevin Bennett turned up on a Fairway Cycle XR600 and roosted out bucketfuls of Delaware soil on his way to the AA class win.

ful to my sponsors that I could afford to do it this way.

"I also have to give Tom Komar from KTM a lot of credit. I don't like to switch bikes a lot, so I used one bike all season. Tom kept it in perfect tune—even when I sucked it full of dust and seized it in California. Tom took it back to Ohio, rebuilt it, and when I got here I had complete confidence that the bike would work great, even though we had no opportunity to ride it." For the record, Jeff rode a bike that was completely tuned and tricked out by KTM, including the

suspension.

THE THUNDERING HERD

Honda's most famous four-stroke pilot was the next fastest in points, and Scott is not strictly an enduro rider. The national hare scrambles champion had an off weekend, and came up to play. He got plenty of fun, for his entry fee. "That must be the hardest enduro I've ever ridden," he said afterwards, looking a little stunned. His 22 point score was good enough for third overall, and High Point A, since he's not a national AA rider.

Czechoslovakian Six Days rider Jan Hrehor was next in line, with 24 points to his credit. Jan was in the country visiting with Randy Hawkins and rode the event on Hawkins' spare bike. Hrehor was a thrill to watch; he certainly knows what "wide open" means in whatever language you use. He went on to Illinois the next weekend with Randy, and actually won the overall at the frozen national finale. Not too bad for a guy who doesn't understand American timekeeping!

Fifth overall was North Jersey Husky rider Fred Hoess, riding a new 360cc Husqvarna

Delaware State National Enduro		5. Craig Shenigo	90	3. Jack Lafferty Sr.	72	5. Scott Ashway	99	4. Todd Polonsky	83
Randy Hawkins	Suz 16	A Medium Light		4. Tom Ebersole	73	B Medium		C Medium Light	
Grand Champion		1. Brian Blanchard	36	5. John Hoffman	74	1. Jeff Pritchard	58	1. Robert Morris	101
Scott Summers	Hon 22	2. Chris Puff	45	A Four Stroke		2. Brian Culbertson	76	2. David Whiteman	103
High Point A		3. Robert Mohn	62	1. Scott Summers	22	3. William Maco	81	3. David Bostrom	109
Jeff Pritchard	58	4. Chris Nolan	71	2. Bill Anderson	31	4. Don Foster	86	4. David Montana	109
High Point B		5. Dave Burnett	73	3. John Oechsle	45	5. Jeffrey Jensen	87	5. John Rizzo	119
John Maurer	74	A Medium		4. Matt Spigelmeyer	48	B Heavy		C Medium	
High Point C		1. Ray Davis	35	5. Rick Stewart	51	1. Tom Folkl	58	1. John Maurer	74
National AA		2. Bill Atkinson	42	A Super Senior		2. David Cripe	67	2. Mike Vandenberg	75
1. Jeff Russell	KTM 19	3. Paul Milliken	53	1. Charles Burk	88	3. Allen Frei	71	3. David Maco	96
2. Jan Hrehor	Suz 24	4. Rich Lafferty	59	2. George Clickner	91	4. Dean Spencer	79	4. Ken Kollmeier	104
3. Fred Hoess	Hus 25	5. Wade Reese		3. James Bransford	108	5. Tom Van Decker	81	5. George Dobzynski	107
4. Steve Hatch	Suz 26	A Heavy		4. Dan Van Driel	132	B Senior		C Heavy	
5. Kurt Hough	Kaw 28	1. Michael Moore	47	5. Joe Galie	156	1. Ray Malley	93	1. Guy Franko	123
Regional AA		2. Anthony Tomasello	57	Women		2. Ernie Mellor	107	2. Edwin Lindskog	129
1. Kevin Bennett	Hon 33	3. Keith McIntyre	59	1. Kathi Cambell	128	3. Jim Walters	114	3. Robert Cadell	166
2. Chris Smith	KTM 40	4. Don Lingle	62	2. Elaine Nobles	138	4. Don Lewis	130	4. Steve Garaguso	178
3. Drew Smith	Suz 45	5. Ron Palermo	65	B Light		5. Mike Kahler	138	5. Mark Miller	183
4. Dennis Zurawski	KTM 51	A Veteran		1. Greg Hall	66	B Four Stroke		C Four Stroke	
5. John Rogers	57	1. Mitch McRee	47	2. Tom Steese	77	1. Robert Provost	83	1. Chris Gee	100
A Light		2. Glen Scherer	50	3. Richard Pecile	94	2. Stan Milewski	88	2. Jeff Focht	107
1. Dale Hiles	48	3. Barry Crone	59	4. James Surwilla	102	3. Allen Wolfe	90	3. Keith McBride	139
2. Perry Hodges	77	4. Hank Stankiewicz	61	B Medium Light		4. Joey Wallace	93	4. John Williams	161
3. Hank Tarr	77	5. Cliff Tenney	62	1. Jeff Kirchner	69	B Veteran		5. Joe Kraft	169
4. Mark Lane	80	A Senior		2. Chris Garber	73	1. Don McKeenan	62		
		1. Fred Wickline	66	3. James Brethauer	91	2. Phil Carlin	70		
		2. Tom Marsh	70	4. James Wright	94	3. Robert Gregory	73		

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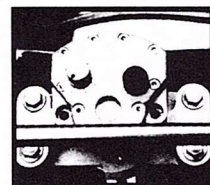
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One of Delaware's rare rock sections claims a couple of victims. There are all kinds of surprises in the First State!

two-stroke. He did all right on the '92 bike, one of only three in the country. Swedish ISDE Trophy Team rider Bill Anderson was in town and riding with Fred, on the '92 610 four-stroke. Bill was probably the only rider in Delaware without hand guards, but he still kept his grip long enough to finish tenth overall.

American ISDE hero Steve Hatch was in town as well, he drove his Suzuki RMX to a sixth place finish with 26 points. He was followed in my Kawasaki rider Kurt Hough, who dropped 28 for a seventh. Matt Stavish was the eighth place rider of the day, with 30 points, and Michigan's Alan Randt finished ninth with 31.

Hines finally wound up in 11th place with a 32-point score.

In comparison, our local guys suffered a little bit. Kevin Bennett finished the highest home-boy, with 33 points to his credit, riding a brand-new Honda XR600 from Fairway Honda. He had almost zero time to set it up or get used to it, but he certainly made it fly. Looks like Scott Summers is going to have some competition. Chris Smith was the second East Coast AA rider in, with 40 points down. Jack Lafferty Jr. also carded a 40, but being a National AA kept him off the local list this time. Jeff Pritcher was the High Point B rider, losing only 58 points along the way, and John Maurer dropped 74 points for the High Point C trophy.

GREAT DAY

You couldn't ask for better weather, for the Delaware run. It was sunny and warm, the ground was just dry enough, and if the trail wasn't so unrelenting everyone would have had a great day. Jeff Russell sewed up the national championship, and he popped a bottle of champagne on the crowd. The scoring was finished up quickly, and all the riders—national and

local—praised the DER club for a job well done.

Next year, Delaware will be a national again, so get yourself ready now. It'll be a great ride, no matter what. The Delaware Enduro Riders will see to that! □



Women's National Champion Elaine Nobles came out and mounted a strong attack, but lost the class win to Kathy "Steel Butt" Cambell, the ECEA's perennial Women's class champion.

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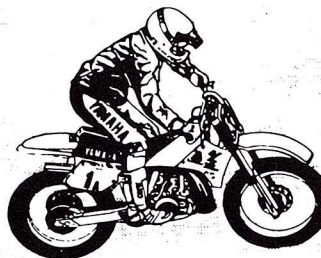
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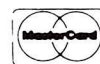
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THE KING OF FOUR-STROKES

Scott Summers opens up about hare scrambling his XR600

by Dan Anderson

Dallas Center, IA

Scott Summers is becoming a problem for the two-stroke riders of the world. When he won the National Hare Scrambles Championships last year they were able to pass it off as a fluke, because everybody knows that four-strokes aren't really competitive with two-strokes. But with the 1991 season well under way it is apparent that somebody forgot to tell this cheerful 24-year-old from Petersburg, Kentucky, that the 1990 season was a mistake. He currently has a commanding points lead in the National Hare Scramble Series, and is in a four way battle with Jeff Russell, Terry Cunningham, and Aaron Hough for the lead in the National Cross Country Series as well.

Anyone who can take a "trail bike" to the top five of the national off road points standings four years in a row must be doing something right. In an effort to discover some of his secrets, *Trail Rider* recently picked Summer's brain to see if we could discover how and why he does what he does so well.

THE QUESTION EVERYONE IS ASKING

Trail Rider: First off, the obvious question is, why an XR600?

Summers: Well, I've been riding four-strokes since '82 or '83. I raced motocross when I was a kid, quit for awhile, then got back into it when I was 15 or 16 on an XR200. Everybody said I was crazy to race a four-stroke, but I really got a lot of satisfaction out of taking an XR200 and winning motocross races. I was doing some-

thing most people thought was impossible, and I liked that. I rode a CR250 and a CR500 in motocross and hare scrambles for awhile, but never really liked them as much as a four-



Why is this man smiling? If you had won both the AMA and Grand National hare scrambles series, you'd be grinning too.

stroke. Then in '83 they started making XR600s and I got one and started riding it in motocross races and hare scrambles.

I had a CR250 at the same time, and took both bikes to a motocross track and timed some laps. I found out that even on a motocross track I was faster on the XR than on the CR. I've ridden an XR600 ever since. The XRs are more reliable and there's less maintenance to mess

with. My riding style just seems to suit the power delivery of a four-stroke.

TR: Your riding style has been described as "unconventional."

Summers: I ride a lot differently than most racers because the XR600 doesn't sit very far off the ground, and I'm pretty tall (6'1", 175 pounds). I use my legs like a counterbalance a lot of the time. If the bike's not in the position I want, I'll stick my leg out and use the off-balance weighting to pull me back in line. It probably looks kind of funny, but it seems to work for me.

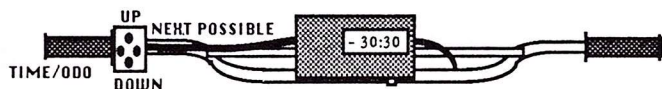
Another thing is that the 600 is a heavy motorcycle, and I try to use that weight to my advantage. Everybody thinks that the extra weight is horrible, but a heavier motorcycle sticks to the ground better, and that's good.

For example, going into a turn that's really rutted out and rough, a lighter two-stroke bike will tend to skip across the rough stuff and resist turning, while my heavier bike digs in and allows me better traction to turn quicker.

TR: Doesn't the weight work against you in tight trees where two-strokes are more "flickable?"

Summers: Not really. The short wheelbase really helps in the tight stuff. The only place the extra weight bothers me is in a real muddy race. An XR600 isn't the hot ticket in the mud. Just trying to get around the course is tough enough, then add the extra weight of the mud and things get pretty grim. But the problem of the XR's extra weight in the mud is offset by its

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traction in the mud (or anywhere else, for that matter). For a lot of reasons four-strokes hook up better than two-strokes, and in a muddy race that makes a huge difference. While the two-strokes are slipping their clutches and spinning their rear tires, I'm hooking up and passing them.

I also think I have an advantage coming out of corners. My bike hooks up a lot faster than a two-stroke. A lot of times while they're playing with the clutch or shifting, trying to control wheelspin or get into their power band, I'm just taking an inside line and nailing the throttle for a pass. It takes energy and time to shift or work the clutch every time you come out of a corner. At the end of a three hour race that time and energy can make a big difference in how you finish.

CURES FOR FOUR-STROKE FUMBLES

TR: Four strokes have a reputation for starting hard and flooding if you dump them in a crash. How do you handle starts and stalls?

Summers: As far as stalling, I found a trick to help start flooded XRs. I hold the compression release in, the kill button in, the throttle wide open, and kick it as hard as I can five or six times. Then I let off the compression release

and kill button, shut the throttle completely, and kick it over again. It usually starts on the first or second kick.

Dead engine starts used to be a real problem, but I'm getting better. You can lose a lot of time if you get a bad start, so I really try to get a good start. What I do is, before the start, I kick the bike through and find top dead center, then hold my foot just off the kickstarter by resting it against the tank. In the last seconds before the start I lift my foot till it's almost above the handlebars. When the flag drops I give it everything I've got. I've bent a couple kickstarters that way.

TR: According to many "experts," an XR600 is a trail bike, not a race bike. How are you winning national races on a trail bike? The implication is that your bike is far from stock.

Summers: There's nothing super-trick about my bikes, I'm just out-riding the other guys. Seriously, in the past I worked with the guys at XRs Only and tried a lot of engine modifications to get more horsepower, and found that I didn't really like the results. It sort of turned my four-stroke into a two-stroke, power-delivery wise. That's okay for wide open riding in the desert, but you lose the four-stroke advantage in the tight stuff.

Other than the Tulsa Qualifier, where I ran the new Honda 630 kit, all my bikes run stock engines. I've been sort of hoping that somebody would file a protest against my bikes so I could prove once and for all that stock XR600 engines are that strong.

Actually, the only difference between my bikes and a stock bike is in the suspension. On my hare scramble bikes I use White Power Forks and a White Power Shock, and they really make a difference. Their suspension holds the bike a little

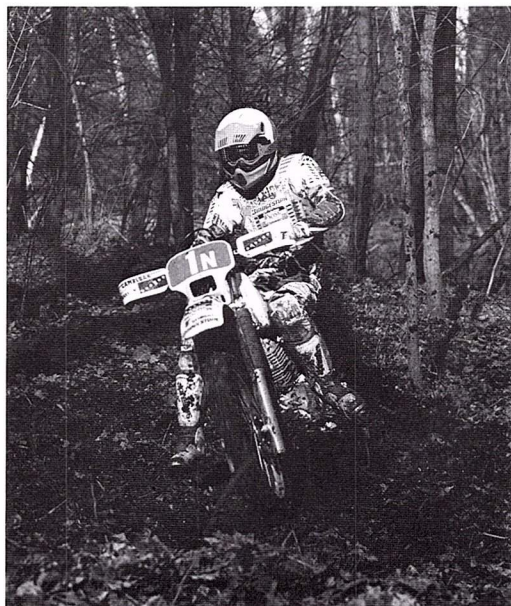


Roaring through a water hole at one of the many hare scrambles on his schedule. You can always hear him coming!

higher off the ground and makes it a lot less tiring to ride by smoothing out the bumps, so I have to do half as much work to go twice as fast.

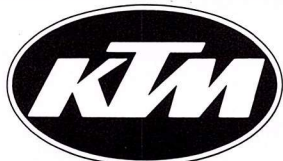
But I have to say that on my enduro bike I'm using the stock XR suspension. On my older bikes I used to get the stock suspension re-valved and mess with the springs, but on the '91 model I'm happy with them just the way they come from the factory. I think I could win a hare scramble overall on the stock suspension, it's that good. But the White Power suspension makes the bike just that much better for racing hare scrambles.

The only other major change is to the chain guide. The stock chain guide is made of plastic and mounted to the swingarm in only one place. If you hit something the whole guide can shear off and derail the chain. I use a special heavier chain guide that I make myself. It solves the problem. As far as other modifications or accessories go, I use Bark Busters on stock bars that are cut really narrow. Even the east coast guys can't believe how narrow I cut my bars,



"I leave the engine alone and modify the suspension." Good advice for any four-stroke pilot.

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but it really helps in the tight stuff. And I tie safety cables from the frame to the shift lever and the brake lever to keep them from snagging on brush. I also remove the headlight, the tail-light, and the little plastic guard that is supposed to keep mud off the chain. I found out that if you really bottom the suspension the chain can get on the wrong side of that plastic guard, and it will derail your chain real quick.

TR: What is the reaction of two-stroke riders to your mostly stock XR and its winning ways?

Summers: Intimidation and frustration. For example, Eddie Lojak told me he absolutely hates the sound of my bike. I run 15 disks in a Supertrapp or just run an open exhaust, and the bike has a real nice bark. Eddie's a good friend, but I've noticed that if I get right behind him he starts making mistakes when I let the four-stroke roar. And the loud exhaust helps when I come up on lapped riders. They hear me coming from so far away that I've had them pull over to let me pass when I was still a quarter mile behind them.

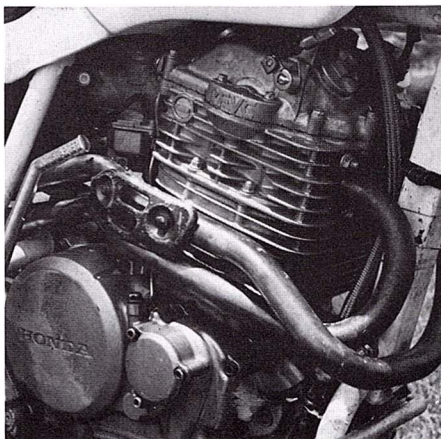
LIVING A DREAM

TR: How do you support yourself when you're racing all across the country?

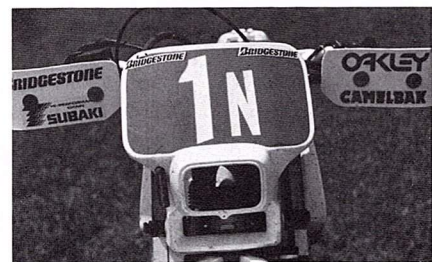
Summers: I used to have a job working for an airline, but racing is pretty much my full time job now. American Honda jumped in with both feet this year and gave me bikes and a full sponsorship, which made me real happy because Honda was the bike I wanted to ride anyway. I'm making public appearances for

SETTING UP A 600, SUMMERS-STYLE....

When the stock Honda guard proved too flimsy, Summers made his own out of plastic. Summers uses the stock two-piece header pipe from a 1990 model, rather than the stock two-into-one, for snappier power.



The bars are cut down to 28.5 inches, before the Handsavers are added. He removes the headlight to improve air flow to the oil cooler, mounted on the steering head.




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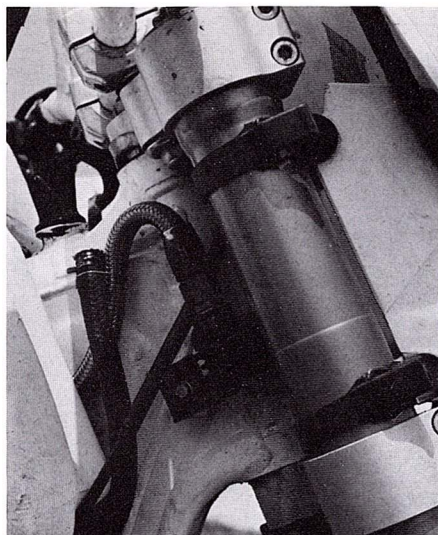


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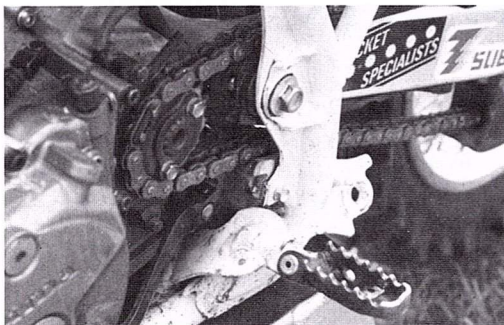


After losing his gas cap—and the AMA championship—last year at the King Phillip hare scrambles, Summers switched to a fast-fill style cap from a road racer. A piece of duct tape covers it during the race, to keep dirt out of the filler area.



In order to fit the White Power forks, a custom set of triple clamps had to be machined. That's a Honda XR250 oil cooler mounted on the steering head; just a little extra to keep the engine happy.

After ripping the left footpeg off and having to finish a race one-legged, Summers seriously beefed up the left-side footpeg mounting with reinforcing gussets.



them and racing in the National Hare Scramble Series, the National Cross Country Series, the ISDE Qualifiers, and a few enduros. And it has really helped that my parents have been behind me 100 percent right from the start. My dad was a motocross racer and got me started in minibike racing, but never pushed me like a lot of dads do. I wouldn't be where I am today without his support and encouragement.

TR: Any other tips or secrets that help you win?

Summers: I ride as often as I can. We've got about a hundred acres here in Kentucky and I built a practice track. Riding every day made a big difference on race days.

TR: What's in the future?

Summers: That's a good question. I'd definitely like to win a few more championships, and I'm diversifying my racing more this year so I'll be ready for whatever Honda wants me to do next year or in the future. Like I said, I'm trying a few enduros, and I've developed a lot of respect for those guys. It's not easy riding and keeping time at the same time. And I rode in the Baja last year. That was kind of scary. I don't really care to go that fast for that long of a time over unfamiliar terrain, but I think I could get used to it.

I've also been talking to Jeff Fredette about how he has built a business of making accessories for off road racing, and I may look into that in the future, things like the chain guide that I build for myself.



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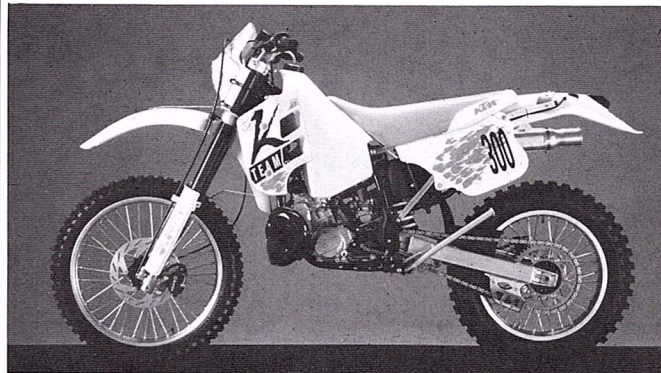
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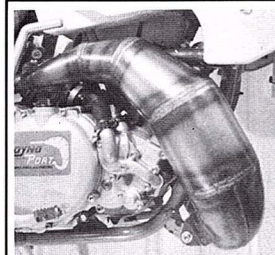
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SANDY LANE ENDURO

Some may have called it the "Candy Lane...."

By Mark Uth

Green Bank, NJ 10/6

Many enduros, or for that matter any type of motorcycle event, are labeled with some sort of reputation, usually related to the type of run, the terrain, time of year, or other bizarre ritualistic behavior associated them. Delaware enduro--the run through the reeds. Stanhope--Jersey's boney rock run. Green Marble--rolling hills and that slimy stuff they call soil. Blackwater--mud fleas and moon rocks. Unadilla--



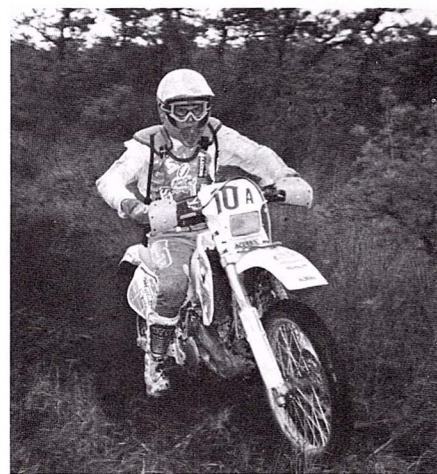
They'll mark that card even if you're down! Charlie Stapleford zeros a check on a slide.

Bob Hannah and yearly Woodstockesque pilgrimages.

The Sandy Lane enduro of late has taken on a schizophrenic Jeckle/Hyde type personality, making it difficult to label. Oh, sure it's got tradition, as this year's event makes it 54 years and counting, second only to Michigan's Jack Pine. And it's got history, recorded by innumerable faded and curled 8 X 10 black and white glossies carefully removed from the archives and displayed with reverence. Pictures of behemoths the size of wooly mammoths named Triumph and Harley Davidson, stuck in black mud up to their gas tanks, imitating dinosaurs stranded in the La Brea Tar Pits. But just try to predict the personality of a Sandy Lane course; you might as well try to explain jetting to your better half. Last year, miles of ignorant tight stuff in the scenic confines of Coyle Field. I know riders still suffering flashbacks from that section. The year before that, water and mud that rivaled that of Curly Fern's underwater road...definitely the Hydemaster. This year, no long water sections, no impassable mud holes, a Coyle Field section in which many riders zeroed and could have even burned if they weren't paying attention. If it sounds like mild mannered Dr. Jeckle, you right.

Race day started out ominously enough. A Saturday evening drizzle took its time tapering off until 6 or 7 am Sunday morning. Fortunately, the water table in the Pines was low and the ground dry, so the rain was easily absorbed and, if anything, improved the course by eliminating dust and improving traction. Still, nobody likes to start a ride in the rain so the clear weather was welcome. Although the rains stopped, the sky remained overcast for the entire day, and temperatures remained cool in the low 60s.

Turnout was somewhat light, due perhaps in part to the weather and in part the anticipated



Mike Lafferty rode--sometimes on the ragged edge--to his first Sandy Lane overall.

thrashing to be handed out by the Meteor trailboss. Riders were assigned 5 to a number from the gitgo, with the last riders departing on minute 62. The race consisted of three loops, the Jart mileage count ending at 140.4 miles; with resets, the actual ride was approximately 90 land miles.

The first loop was weird. In the very beginning of the race there was a spell where it seemed that every mile or two there was a short reset, leading to a ride that, given written instructions, would have read like a shampoo bottle: ride for 5 minutes, wait for a couple, repeat. Later in loop one, the course wound through some single track woods sections west of Chatsworth that were whooped out from heavy usage during past events. After further grooming by a few hundred bikes, a couple stretches became downright brutal.

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The A riders complained that it was too easy, but some of the riding was just plain fun.

The first gas stop followed, at which riders were allowed a 20 minute break without a controlled departure.

The second loop took riders east, paralleling highway 72, toward the dreaded dwarf pines and scrub oak of Coyle Field. Surprise awaited however as Meteor somehow found some fast sections in place of the really ignorant stuff that, without the well marked U-turns, would have had riders motoring through in top gear. The highlight of loop two (well, for spectators and sweep crews, anyway) was a long, wide mud field in which many a rider demonstrated the skill and bravado prerequisite of really

Sandy Lane Enduro	
Class Results	
Michael Lafferty	2:109
Grand Champion	
Bill Atkinson	2:121
High Point A	
Tom Folkl	6
High Point B	
David Maco	11
High Point C	
Teams	
1. PBER Twister	24
2. GJCR Good	24
3. Ridge #1	25
4. DER #1	28
5. Tri-County #2	38
AA	
1. Burt Guerrette	KTM 3
2. Ken Yankowski	KTM 3
3. Jack Lafferty Jr.	KTM 3
4. Drew Smith	Suz 4
5. Bob Bennett	Hon 4
A Light	
1. Dale Hiles Jr.	Suz 5
2. Erie Pirie	Hon 5
3. Louis Camburn	KTM 5
4. Perry Hodges	Kaw 7
5. Steve Aretz	Yam 8
A Medium Light	
1. Ed Hamilton	Kaw 2
2. Robert Mohn	Kaw 4
3. Chris Puff	Kaw 4
4. Mike Reskowski	Kaw 5
5. Chris Nolan	Kaw 5
A Medium	

1. Mike Lafferty	KTM 2
2. Bill Atkinson	Hon 2
3. Eric Koeller	Hus 3
4. Todd Reder	Suz 3
5. Andy Bylsma	Yam 4
A Heavy	
1. Mike Moore	KTM 2
2. Wayne Fontanazza	KTM 4
3. Dan Moore	KTM 5
4. Donnie Tomlin	Hus 7
5. Tony Recchia Jr.	Hus 7
A Four Stroke	
1. John Smith	Hon 3
2. Steve Chapkovich	Hon 4
3. Pat Emmons	Hon 4
4. John Cushing	Hon 5
5. Rick Stewart	Hon 5
A Veteran	
1. Hank Stankiewicz	Suz 5
2. Cliff Tenney	Yam 5
3. Mark Marcin	Suz 5
4. Lloyd Gottshall	KTM 5
5. Brad Little	Hon 7
A Senior	
1. Wick Wickline	Suz 6
2. Tom Marsh	Hon 6
3. Jack Lafferty Sr.	KTM 8
4. John Palumbo	Yam 8
5. Tom Ebersole	KTM 9
A Super Senior	
1. Ray McAloon	Hon 12
2. Wolfgang Kruse	Hon 16
3. Ed Baker	Hon 18
4. Dan Van Driel	Kaw 24
5. Len Rehatchek	Kaw 32

B Light	
1. Scott Taylor	KTM 8
2. James Surwilla	Hon 9
B Medium Light	
1. Steve Reed	Kaw 6
2. Jon Kushner	Kaw 10
3. Tim Shepps	Kaw 11
4. Sven Harms	Kaw 11
5. Barry Punk	Kaw 12
B Medium	
1. Tim Thigpen	KTM 6
2. Byron Culbertson	Suz 8
3. William Maco	Kaw 8
4. Jeff Bottsford	Hon 8
5. Keith Hausman	Kaw 10
B Heavy	
1. Tom Folkl	Mai 6
2. Larry Gordon	Suz 7
3. David Uth	Hon 10
4. Tom Van Decker	Hon 10
5. Frank Lillo	ATK 10
B Four Stroke	
1. Erik Nijkamp	Hon 6
2. Steve Speak	Hon 7
3. Rob Provost	Hon 7
4. Mitch Sheitelman	Hon 16
5. Chris Cummings	Hon 17
B Veteran	
1. Kevin Kuenzer	KTM 7
2. Tim Kenski	Yam 9
3. Kim Leary	Hon 10
4. James Goedeke	Hon 10
5. Charlie Canedy	Kaw 13
B Senior	
1. Tom Bowman	Hon 14

2. John Storck	Kaw 14
3. Lawrence Curlett	Suz 16
4. Ronald Eder	Kaw 16
5. Steven Susko	KTM 18
B Super Senior	
1. Herb Phillips	C-A 33
2. Don Culbertson	Suz 46
Vintage	
1. Adrian Van de Burg Her	60
Women	
1. Linda Copley	Suz 32
C Light	
1. David Bostrom	Kaw 17
2. Daniel Compton	Kaw 17
3. Brian Sebazco	Suz 19
4. Bryan Bitzer	Kaw 20
5. Chris Wyckoff	Kaw 21
C Medium	
1. David Maco	Suz 11
2. J. Maurer	12
3. Victor Chalow Jr.	Kaw 13
4. Mike Vandenberg	Kaw 15
5. Louis Rizzatti	Suz 16
C Heavy	
1. Mark Uth	Hon 11
2. Wayne Morris	KTM 16
3. Tim Lewis	KTM 17
4. Raul Barreto	Kaw 20
5. Mike Cassellano	KTM 23
C Four Stroke	
1. Robert Gomez	Hon 19
2. Frank Moblynn	19
3. James Tevis	Hon 26
4. Jeff Focht	Hon 27
5. John Williams	Hon 28

memorable bike follies (a.k.a. Yamaheaders, Suzukicides, Kawabunga faceplants, etc.). Loop two ended somewhere north of Oswego Lake with the second gas stop and corresponding 20 minute layover.

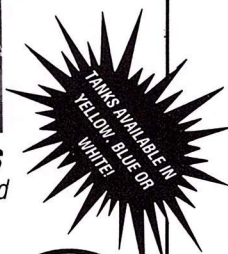
The third loop began with a start control from the gas stop. Up to this point, many fast riders

still held cards adorned with nothing but zeros--not to worry though. Loop three contained some of the best riding of the day as the course hooked into some tight trail south and east of Oswego lake that eventually made its way to Chatsworth Road at Chips Folly. Loop three culminated with road and two track sec-

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tions that took riders south to Rt 542, then west through Lower Bank and finally north back to the finish line and gun club. The points-taking sections of loop three turned out to be the only points dropped by many and made the difference in most classes.

The uncommonly low points posted for the day made scoring in all classes close and competitive. The course provided little opportunity to recoup from early mistakes due the general lack of difficult technical obstacles (read: impassible black holes, Pine Barrens variety). Riders that rode fast and consistent, not surprisingly, scored the best. Leading rider in that category was grand champion Michael Lafferty, who edged out a host of riders who waited until the very last section to grudgingly relinquish any points whatsoever. Mike carded a 2/109, and narrowly beat Bill Atkinson, who scored 2/121 for second overall and High Point A honors. The High Point B award was earned by Tom Folkl with a 6/188 card. David Maco, riding the last number of the day, dropped 11/350, good enough for high point honors in the C class.

The wait for the results to be finalized back at the gun club seemed interminable. Temperatures quickly dropped in the early twilight

of a cloudy fall day, squelching outdoor bench racing activities and prompting many to opt for a warm truck and the ride home. Indoors, the crowd milled anxiously. Trophies and plaques were finally awarded to the day's heros amid



You want that with mustard? Mike McHale's morning check featured a barbecue, a television, and a very enthusiastic crew.

cheers and jeers.

While waiting for the awards to be completed I pondered several notions concerning the Sandy Lane Enduro: Why is this enduro as diverse as white sand and black mud; what makes it such an alluring race that riders return

to year after year; and how do these Meteor guys successfully launder those black stains from their riding gear? The reasons for its diversity are two fold: First, despite shrinking land access, Meteor still has quite a variety and volume of terrain to choose from, certainly more than most; and, the course is laid out using inputs from many members, not a single father-authority figure. No doubt the ticket to keeping the ride fresh and innovative. The repeat popularity of Sandy Lane could be attributed its feeling of history being made. Could it be that several centuries or perhaps ice ages from now some archaeologist will be frothing over the fossilized remains of an HD 74 found perfectly preserved in the petrified muck near an ancient crossing called Pole Branch? Only time will tell. In all, if schizophrenia is the price to be paid for a rich and varying history for an enduro, then I'm all for it. And so am I.

A generous thanks and congratulations is due Meteor for another well run and successful event to be the filed away in the archives. Organizers and participants alike should look forward to next years 55th running, as well as its 75th. □

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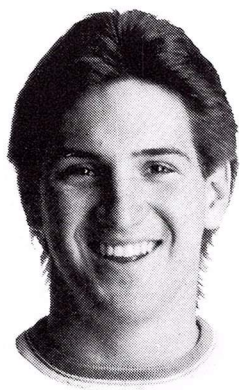
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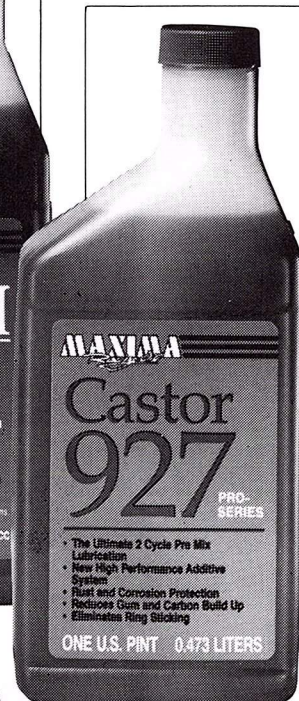
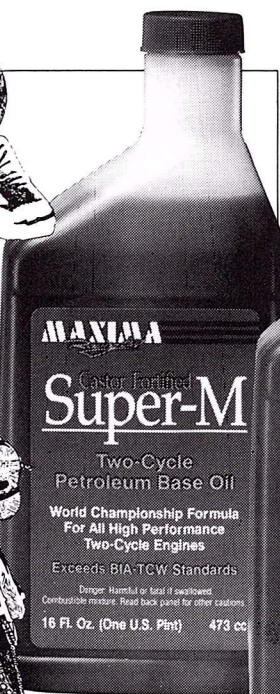


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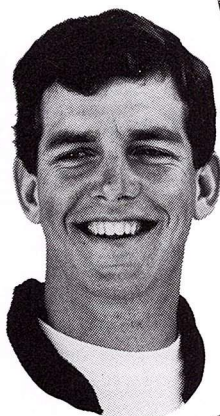


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MICHIGAN ENDURO SERIES

There's a lot of action west of New England!

By Melissa Swan, Photos by Chuck Barth

KEN BROWN RAGES TO BENTLEY OVERALL

Gladwin, MI

Kawasaki-mounted AA rider Ken Brown captured the Valley Trail Riders Bentley Enduro on August 4th, finishing Overall Grand Champion with 11 points.

Ken soundly defeated the other competition with lasting perseverance, navigating the course effectively throughout the day, and overcame fatigue to conquer the last, long

woods section; full of tight trail, narrow bridges, and some nasty mud bogs.

AA KTM rider Alan Randt was in the hunt with 12 points and ended up AA Hi-Point. Rob Roy finished with A Hi-Point honors, Duane Hoffer took home the B Hi-Point award, and Brian McCarthy handled C Hi-Point honors.

Those who saved a little to the end benefited. The long 15-mile section, laid out by the all time enduro trail master Leonard Keen and family, proved to be the make'em or break'em point just before the completion of the race.

The Valley Trail Riders had a long re-set and

plenty of water to revive the riders and send them off to the finish a little refreshed.

The day was perfect for an enduro. Sunny, cool, and recent rain helped keep the trail and roads dust free and quick. The course wound through the pine trees, over sand hills and roads east of Gladwin. The Valley Trail Riders even included a few miles of their hare scrambles track for the enduro course. The trail was challenging and enjoyable for everyone.

There was a little bit of a bottleneck at the gas available in the morning. It was lo-

cated along a narrow dirt road that had a few deep sand ruts that filled with water from the recent rain, making traction quite slick and snarled traffic on the road for the bikes and gas vehicles. The riders had barely enough time to get a splash of gas and were off again. The gas stop was spread out and allowed plenty of room for bikes and gas crews. The riders were able to rest a little and get something to eat and drink before heading out on the afternoon course.

Scoring was delayed shortly while the mys-



Super Senior Ron Sape checks in on a beautiful day at the White Tail



Alan Randt tears up a sandy trail, headed for another high finish. Alan is in good shape for the Michigan overall again.

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tery was sorted out as to why a majority of the riders burned the second check. After a brief discussion, it was determined the check was in the correct spot, however the clock was a minute off. Scoring was completed quickly after the check was thrown out. Top finishers were awarded plaques for their day's efforts.

FREDETTE CAPTURES THE COWBELL

Moorestown, MI

Kawasaki rider Jeff Fredette rolled to an overall victory at the 65th Annual Jack Pine Enduro in Moorestown, Michigan, on August 18th, with a score of 3:33 points. Jeff just nudged out KTM's Alan Randt by 19 seconds, to take home the traveling "cowbell." Randt finished with AA Hi-Point honors and a score of 3:52 points. Jeff had just enough time to collect his award and was off to the 66th I.S.D.E. in Czechoslovakia.

The Lansing Motorcycle Club laid out almost 100 miles of trail for the event, which kept many riders on the tops of their foot pegs most of the day, trying to stay on time as the trail pace was FAST!

The riders came across an unusual site along the race course, as some enterprising farmer roped off an area of his property for his cattle to graze among the ferns and pine trees. Talk about riding along watching for arrows and suddenly *what's wrong with this picture?* None the less, most of the riders were too busy hanging on as they blasted down the trail to stop to consider what a cow was doing in the

middle of the woods on race day, instead of being out in some wide open field.

Rain on Saturday kept the dust down in the morning, however the sun had things dried out by the afternoon on race day. Some of the trail was deep sand, predominant in northern Michigan. As the trails became more rutted, navigating over them was getting tough. Foot-paddling was an effective method for climbing the sandy hills and clearing a few mud bogs back in the woods.

The loop gas made the pit crew's job easy, and the sunshine made for a pleasant day for being outside at an enduro.

Gale Estefan turned in an impressive performance in the Women's class, dropping only 60 points on the day. Kim Mahncki, a new rider to the enduro scene, wrapped up C Hi-Point honors with a score of 9 points, which wasn't too bad for the first time out and completing the 100 miles to boot. The Lansing Motorcycle Club awarded nicely engraved plaques to the top finishers.

On the Saturday before the Jack Pine, the Lansing Motorcycle Club hosted the Pine Cone Enduro, which is their enduro for kids. The average speed is dropped to 12 mph and the course is laid out with some leniency in mind, not just for kids but mainly for the parent that had to ride along with them.

This year the Pine Cone was not only for kids, but a dog was entered in the buddy class. Buckwheat, also known as B.J., rode along for the 50 miles, resting across the gas tank on his master's motorcycle. B.J. completed the entire Pine Cone course, stopping for a snack at lunch

Bentley Enduro Class Results			B 250		
Ken Brown	Kaw		1. George Kelley	Suz	
Grand Champion			2. Ken Daugherty	Hon	
Alan Randt	KTM		3. Dave Boomer	Suz	
High Point AA			Open B		
Rob Roy	Yam		1. Doug Layman	Hon	
High Point A			2. Brett Mc Coy	Hon	
Dwane Hoffer	Yam		3. Kirk Tolly	ATK	
High Point B			B 4 Stroke		
Bryan Mc Carthy			1. Dave Hutchinson	Hon	
High Point C			2. Jeff Pikel		
AA			3. Marshall Hampton	Hon	
1. Steve Maclean	Kaw		Vet B		
2. Pat Waldie	Hon		1. Terry Franke	Yam	
3. Brian Lohman	KTM		2. Hershal Smith	Yam	
A 200			3. Larry Hazelton	Kaw	
1. Aaron Barth	KTM		Senior B		
2. Brad Lowe	Kaw		1. Chuck Woods	KTM	
3. Steve Vollmar	Kaw		2. Jim Mc Vicar	Kaw	
A 250			3. Sam Bouillon	Kaw	
1. Scott Bassett	KTM		C 200		
2. John Love	KTM		1. Anthony Heath	Kaw	
3. Scott Eldred	Kaw		2. Hal Collins	Hon	
Open A			3. Jeff Spence	Yam	
1. Dan Hoeksema	KTM		Open C		
2. Rod Benjamin	Hon		1. Robert Evans	KTM	
3. Brian Woodward	Kaw		2. Craig Scholten	Hon	
Vet A			3. Tom Balanowski	Hus	
1. Tom Densmore	Suz		Women		
2. Don Denford	Yam		1. Liz Byrne	Kaw	
3. John Ryquist	Suz		2. Amy Byers	Hon	
Senior A			Super Senior		
1. Frank Phillips	Kaw		1. Carl Scharphorn	KTM	
2. Steve Smigiel	KTM		2. Harold Hall	KTM	
3. John Hoffman	Suz		3. Per Lillemoen	Suz	
B 125			A Team		
1. Tony Donley	KTM		1. Lapeer County A		
2. Matt Lohone	Hon		2. Kool Jerks		
3. Brian Johnson	Kaw		3. Team Devestation		
B 200			B Team		
1. Tim Fowler	Kaw		1. White Trash		
2. Shane Handweg	Kaw		2. Fat Boys		
3. Brian Mc Mahan	Kaw		3. Bad to the Bone		

and a few publicity photos along the trail. At the finish, Buckwheat was awarded a bone for his

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1989 KTM 350 EXC well maintained, dialed suspension, many extras, photo avail. upon request, \$1900. (203)974-1620.

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1991 Kawasaki KDX250 Mint cond., very low hours, FMF pipe and silencer, never raced, never dropped. \$2900, or will swap for '91 KX250/500 in similar cond. (516)679-5449.

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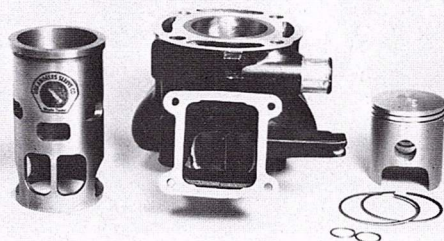
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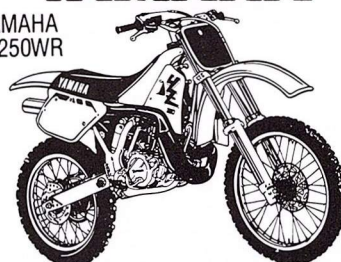


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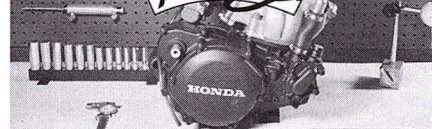
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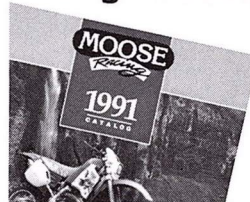
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outstanding skill of balancing on a gas tank, but he was almost too tired to accept his reward in front of the roaring crowd. John Dreher on a Kawasaki was the overall Pine Cone Grand Champion dropping only 5 seconds!

BENJAMIN WINS WHITE TAIL

Geels, MI

Jim Benjamin, from Lansing, cruised to the

overall win at the White Tail Enduro held September 8th, dropping 3:19 points. The Houghton Lake Enduro Riders moved the race from the original Prudenville location to Geels, in order to secure their Department of Natural Resources permit.

They thoroughly arrowed the route over to the new starting area, which included a section on I-75. So no one had any excuses for not being able to find the place; they just showed up a little late.

The enduro was well laid out with plenty of resets and clearly marked road crossings making for a safe and fun day for most of the participants. The resets kept the riders close to being on time without having to go wide open down the roads and two-tracks to catch up. Those riders that were good at keeping enduro time fared the best throughout the day.

Jim Benjamin managed to drop only one second at the emergency check after the gas stop, which should be noted as a fine job of riding, since the proceeding section was mainly tight wood trail.

The first check at 3.3 miles out caught several riders a little off guard and EARLY! The carefully placed check was just after the first possible check location at 3.2 miles and snuck up on a lot of people before they had time to realize they were in a check. Steve McLean and other check members bounded out of the woods to greet their unsuspecting prey. From then on you should have paid close attention to your clock and route sheet.

The day started out overcast, but the sun peeked out by mid-morning to smother everyone with hot and dusty riding conditions. The gas stop was along a power line that provided plenty of room for pit crews and was easy to get to. The DNR field officers for that area showed up for the race, and believe it or not were quite impressed and amused by the whole enduro scene. They never even issued a citation or unloaded their four-wheeler (which probably would not have been legal on the trail anyway).

Brett McCoy was having a good day on his brand spanking new 1992 Honda CR's maiden voyage, until a nasty stick wedged itself through the gas tank and into his leg, which did require stitches, but only after he wrapped up first place in the Open B class. This friendly little piece of nature had no respect for the gas tank either, which had to be replaced.

The final section of the day was also quite a challenge, especially as the air got more hot and humid, and the riders' concentration levels dropped while the trail remained tight and demanding. Consequently a few points were dropped at the finish check and most of the riders were more than happy to see the Hodge Racing trailer where the scoring was being done...at the finish! □

Jack Pine Enduro		
Class Results		
Jeff Fredette	Kaw 3	
Grand Champion		
Alan Randt	KTM 3	
High Point AA		
Rod Benjamin	Hon 7	
High Point A		
Loe Schwab	KTM 11	
High Point B		
Kim Mahncke	Yam 9	
AA		
1. Kevin Vollmar	Suz 4	
2. Steve Mac Lean	Kaw 4	
3. Ken Brown	Kaw 6	
A 200		
1. Brad Lowe	Kaw 9	
2. Steve Proctor	Kaw 11	
3. Aaron Barth	KTM 17	
A 250		
1. Scott Eldred	Kaw 10	
2. Robert Roy	Yam 11	
3. Larry Berquist	Yam 12	
A Open		
1. Scott Ely	Yam 10	
2. Dan Hoeksema	KTM 12	
3. Brian Woodward	Kaw 13	
A Vet		
1. Dan Reed	Hon 7	
2. Tom Densmore	Suz 8	
3. Fred Fischmeister	Kaw 10	
A Senior		
1. Frank Phillips	Kaw 10	
2. John Hoffman	Suz 11	
3. Steve Smigiel	KTM 16	
A Four Stroke		
1. Doug Hodge	Hon 18	
2. Vern Pacholke	Hon 50	
3. Gary Dell	Suz 56	
Super Senior		
1. Per Lillemoen	Suz 26	
2. Mike Olmstead	Suz 46	
3. Ron Sape	KTM 46	
Women		
1. Gale Estefan	KTM 60	
B 125		
1. Chuck Austin	Kaw 16	
2. Brian Johnson	Kaw 20	
3. Bill Morrison	KTM 23	
B 200		
1. Shane Handweg	Kaw 12	
2. Tim Fowler	Kaw 16	
3. Pat Ruddy	Kaw 31	
B 250		
1. Duane Hoffer	Yam 16	
2. George Kelley	Suz 17	
3. Brian Southworth	Hon 17	
B Open		
1. Bob Bessey	KTM 21	
2. Brett McCoy	Hon 21	
3. Kirk Tolly	ATK 28	
B Four Stroke		
1. Tom Ederer	Suz 19	
2. John Funkhouser	Hon 27	
3. Dennis Walsh	Hon 30	
B Senior		
1. Chuck Woods	KTM 18	
2. Tim Mackey	Yam 26	
3. Ken Eddy	Hon 27	
B Veteran		
1. Lawrence Hazelton	Kaw 13	
2. Bob Stuewer	Suz 18	
3. Terry Franke	Yam 18	
C 200		
1. Tony Heath	Kaw 18	
2. Terry Wilton	Kaw 21	
3. Jay McLeod	Kaw 31	
C 250		
1. Bryan McCarty	Hon 18	
2. Doug Amato	Yam 21	
3. Fred Krawczyk	Kaw 26	
C Open		
1. Craig Scholten	Hon 40	
2. James Payne	KTM 48	
3. Shawn Papp	Kaw 49	
A Team		
1. Lapeer Co. Riders		
2. Little Debbie		
3. Team Desatation		
B Teams		
1. Bentwheels B		
2. Ray C's		
3. Lake Cycle B		

White Tail Enduro		
Class Results		
Jim Benjamin	Hon 3:19	
Grand Champion		
Kevin Vollmar	Suz 3:36	
High Point AA		
Ron Scharphorn	KTM 4:15	
High Point A		
Shane Handweg	Kaw 5:88	
High Point B		
Kim Mahncke	Yam 8:15	
High Point C		
AA		
1. Brian Lohman	KTM	
2. Geoff Harris	KTM	
3. Don Metz	KTM	
200 A		
1. Steve Proctor	Kaw	
2. Steve Vollmar	KAW	
3. Brad Lowe	Kaw	
250 A		
1. Robert Roy	Hon	
2. Scott Eldred	Kaw	
3. Lynn Lohman	Ktm	
Open A		
1. Dan Hoeksema	KTM	
2. Allan Fredrickson	Husa	
Vet A		
1. Ron Sampson	KTM	
2. John Rydquist	Suz	
3. Ken Johnson	KTM	
4-Stroke A		
1. Doug Hodge	Suz	
Senior A		
1. John Hoffman	Suz	
2. Frank Phillips	Kaw	
3. Dave Gidcumb	KTM	
125 B		
1. Brian Johnson	Kaw	
2. William Morrison	KTM	
3. Clint Southworth	KTM	
200 B		
1. Tim Fowler	Kaw	
2. Patrick Ruddy	Kaw	
3. Michael Dataverneir	Kaw	
250 B		
1. George Kelly	Suz	
2. Duane Hoffer	Yam	
3. James Royce	KTM	
Open B		
1. Brett Mc Coy	Hon	
2. Tim Ederer	ATK	
3. Bob Bessey	KTM	
Vet B		
1. Leo Schwab	KTM	
2. Larry Hazelton	Kaw	
3. Terry Franke	Yam	
4-Stroke B		
1. Tom Ederer	Suz	
2. Tim Johnson	Hon	
3. Jerry Pekel	ATK	
Senior B		
1. Chuck Woods	KTM	
2. Jim Mc Vicar	Kaw	
3. Tim Mackey	Yam	
200 C		
1. Terry Wilton	Kaw	
2. Frank Sunbrook	Kaw	
3. Hal Collins	Kaw	
250 C		
1. Bryan Mc Carthy	Hon	
2. Scott Kelley	Suz	
3. Jeff Evans	KTM	
Open C		
1. Craig Scholten	Hon	
2. Scott Trucks	Yam	
3. Troy Stoney	Suz	
Super Senior		
1. Harold Hall	KTM	
2. Per Lillemoen	Suz	
3. Carl Scharphorn	KTM	
Women		
1. Gale Estefan	KTM	
2. Elizabeth Byrne	KAW	
A Team		
1. Lapeer Co Enduro Riders		
2. Lake Cycle		
3. Lohman Honey Farms		
B Team		
1. Bentwheels B		
2. Bad to the Bone		
3. Lake Cycle B		

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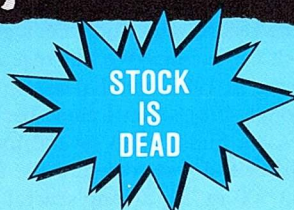
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THE TRUTH ABOUT STOCK CHAINS

"**Stock**" chains for Yamaha, Honda, Suzuki and Kawasaki are made by another well-known Japanese giant. They spend a fortune advertising race wins. However, even the team mechanics will tell you they have to **replace the chains and sprockets every moto**. Some race teams don't even use "stock", production chains or "stock" Sunstar* sprockets. **What does that tell you?**



This stock sprocket only may have cost as little as \$32.59. A real bargain if you can ignore the additional expense of repairing the engine case, chain guide, wheel hub, etc. Not to mention the hassle, aggravation and **lost riding time**.



This is a typical example of a **stock sprocket failure**. Note that it broke into the "punched out" area of the sprocket. Ask any machinist and he will tell you that "stamping" out metal is actually "**tearing it apart**". But it's cheaper than machining!!

READ WHAT THE MAGAZINES HAVE SAID FOR 11 YEARS ABOUT STOCK SUNSTAR* SPROCKETS, STOCK CHAINS AND SIDEWINDER SYSTEMS

DIRT BIKE - HONDA CR250

"All of the stock CR sprockets wear out quickly. The **stock** sprockets are made of an aluminum just a tad stronger than **butter**. SideWinder's sprockets last three times as long."

DIRT BIKE - YAMAHA TEST

"The chain is a normal D.I.D.* item which stretches quickly - keep an eye on it."

DIRT RIDER - HONDA CR250

"We replaced the standard chain and sprockets simply because they were dead. The Krause Racing Chain is unbelievably strong."

DIRT RIDER - SUZUKI RM250

"Krause Racing's SideWinder Drive System, both chain and sprocket, seem to last forever."

DIRT RIDER - KAWASAKI TEST

"The one cheesy point was the stock chain." "The stock chain died before the stock rear tire did!"

DIRT BIKE - SUZUKI RM125

"Must be one of the wimpiest stock rear sprockets in the business. Consider a SideWinder. The cost is about the same and the lifespan is threefold."

DIRT WHEELS - YAMAHA TEST

"Testing has proven the SideWinder setup virtually indestructible. It is the best."

DIRT BIKE - SUZUKI RM250

"Sprockets wear out quickly on all of the RM's"

DIRT BIKE - HONDA TEST

"Expect very little life out of the rear sprocket."

DIRT RIDER - KAWASAKI KX250

"The SideWinder chain and rear sprocket have about a jillion hard miles on them and are still working great."

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"I like a publication that is honest, straightforward and concise, and MOTORCYCLIST and DIRT RIDER meet those requirements."

—Stan Barrett



PHOTO: LONG PHOTOGRAPHY

Name: Stan Barrett

Occupation: Film director; stuntman; stock car racer; owner, Frontier Honda, Longmont, Colorado; first and only man to break the sound barrier on land

Professional career: "I got into the motion picture business in 1966 when I met Hal Needham and Burt Reynolds. Hal was the premier stuntman for many years, and then he wrote and directed a movie called *Smokey and the Bandit*. I was doubling Burt and Paul Newman at the time, and when Hal directed *Hooper*, which was really about himself, I ended up doubling Burt and doing the famous stunts where I slid the motorcycle under the truck and flipped it over a car. I started doing second-unit (action sequence) directing on a number of films and ended up doing a lot of the overall directing last year on Burt's film *Heat*. I'm doing a film with him

right now called *Smokey*. I recently bought a Honda automobile dealership outside of Boulder and am looking at several others."

Memorable event: "When we finished *Hooper*, Hal Needham bought the Budweiser rocket car and asked me to drive it. We broke the existing land speed record at Bonneville at 638 mph. Nine runs later at Edwards Air Force Base, we ran 739.666 mph and broke the sound barrier. I'm still the only man to have gone Mach 1 on the ground."

Racing career: "After the land speed record, Hal said, 'Let's go stock car racing.' We put together a team in 1980, and I raced through 1981 when I came back to do some films. I had several top 10 finishes and was rookie of the Daytona 500 in '81, among several other races that year. I'm currently looking at the possibility of racing again this year."

Riding history: "I really started riding motorcycles because of my stunt work—it was a social thing among the stunt guys. I started racing desert and motocross and ended up doing a lot of stunts on bikes."

Riding preference: "Since we moved from California to Colorado I've become even more interested in riding because of all the opportunities here. I was never much into touring before, but now my wife

and I love to tour the mountains. Riding in the mountains is what I enjoy doing off-road too... it's almost like Six Days Trial type riding. There's just such freedom on a bike; it's the ultimate escape. I've seen very few motorcycles with telephones on them!"

Bikes currently owned: Honda XR350; KTM 350; Honda Aspencade

Magazines: "I don't have a lot of time and what I do have is very important to me because, considering the risks I take, I've always felt that I'm living on borrowed time. I don't mind wasting my time, but I don't like anybody else wasting it. I like a publication that is honest, straightforward and concise, and MOTORCYCLIST and DIRT RIDER meet those requirements. I think both of them are great."

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